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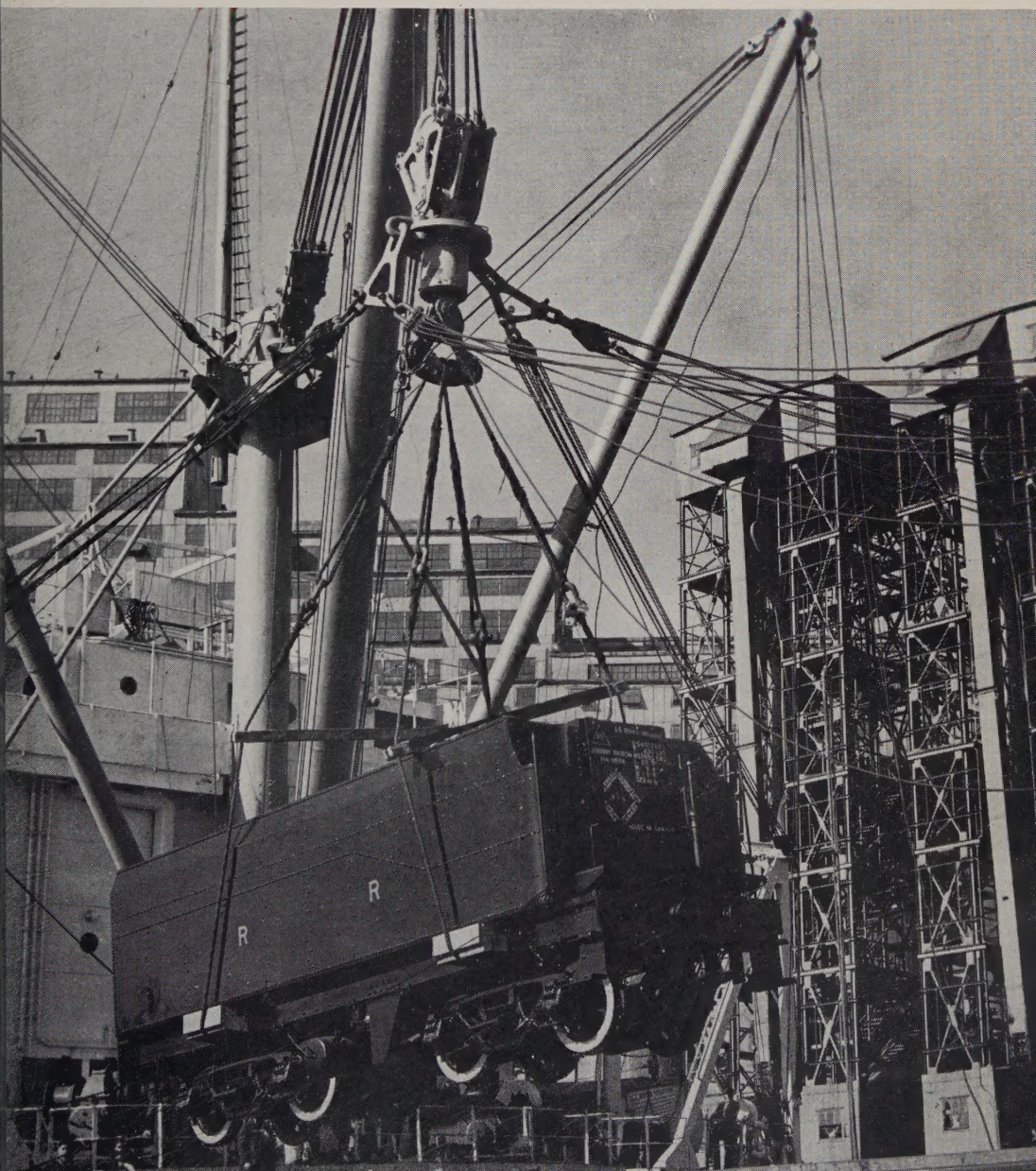
Vol. III OTTAWA, FEBRUARY 14, 1948 No. 59



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Foreign Trade is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and *$3.50* per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of
Right Hon. C. D. Howe
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

FOREIGN TRADE

OTTAWA, FEBRUARY 14, 1948

Published Weekly
By
Foreign Trade Service
Department of Trade and Commerce

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COVER SUBJECT—Part of an order for twelve locomotives and tenders, placed by Southern Rhodesia with the Montreal Locomotive Works, Limited, being loaded aboard the SS. *Empire Wallace* last November for shipment to Beira. This equipment will assist in the further development of Southern Rhodesia, which experienced satisfactory economic conditions during the past year, and for which substantial progress is forecast. A report on this subject is published in this issue of *Foreign Trade*, together with additional information concerning this shipment of rolling stock.

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Southern Rhodesia Sets Stage for Developments of Importance

Colony of under 100,000 white population welcomes one thousand settlers a month in 1947—Increased agricultural production planned by irrigation and industrial expansion by harnessing Zambesi River—Tobacco crop proved satisfactory.

By J. H. English, Commercial Counsellor for Canada

JOHANNESBURG, January 2, 1948.—Notwithstanding severe import restrictions imposed in September on imports from all hard-currency countries, business conditions in Southern Rhodesia at the close of the year were active and merchants experienced a good volume of trade over the whole twelve months.

Adequate supplies of most goods were in evidence to provide a brisk Christmas trade, and shortages which were expected in some quarters had not materialized to any important extent by the end of the year. The re-imposition of a tight control on imports will, however, begin to show its effect in the coming months, and merchants can expect shortages of certain goods during the course of 1948, unless an unexpected improvement in the currency situation permits a relaxation in imports from other than the sterling area.

The colony on a whole has had a most successful year with a number of outstanding developments which, if continued, will contribute much to its advancement in the future.

Active Immigration Policy in Operation

An active immigration policy has resulted in an influx of some one thousand persons per month during the year, mostly from overseas. With a white population estimated at between 80,000 and 100,000, immigration at its present scale means an increase of roughly 10 per cent in the population. The difficulties of absorbing such a relatively high figure is apparent. For the first nine months of the year, immigration accounted for 9,472 persons, mostly from the United Kingdom. This large percentage increase has thrown a heavy burden on the already overtaxed housing situation. Had it not been for the emergency housing scheme put into effect during the latter part of the year, a very difficult situation might have resulted. The position is, of course, aggravated by continued shortages in most building materials.

Agriculturally, the colony suffered severely from the most serious and protracted drought in recent history. In some areas of the country, the scarcity of rain seriously affected both agricultural production and cattle-raising. The production of maize, for example, which is a basic food for the natives, proved almost a complete failure, while the water and fodder situation was so serious in certain areas that thousands of cattle had to be moved to prevent total loss.

Tobacco Crop Was Satisfactory

On the other hand, the tobacco crop proved satisfactory, with sales of flue-cured for the season totalling 57·2 million pounds, compared with last year's marketings of 41·5 million pounds. The prices obtained in

the auctions were also good, as a result of keen bidding from the United Kingdom, and averaged about 29·16 pence per pound. At one stage the price reached 75 pence per pound.

The continued drought conditions have brought to the fore once again the urgent necessity of steps being taken to provide adequate irrigation where this is possible, and to open up new areas where rainfall conditions are more reliable.

As a result, one of the great projects which received consideration towards the close of the year was the Sabi River development. Early in December, it was announced by the Minister of Finance that financing for the scheme was likely to come from the British Overseas Food Corporation. No adequate estimate of the cost of the scheme is yet available, but it has been reported that the cost of the water scheme alone might run to as much as £6,000,000. Ultimately the scheme visualizes bringing into production some 500,000 acres of good farm land, besides opening up a new and at present unhealthy area for mineral development. Great hope has been expressed that an early start can be made, but it will be some years before such an extensive scheme can be completed.

Mineral Production Disappointing

The colony's mineral production continued disappointing. Gold production to October 31 yielded only 436,954 fine ounces for the year, compared with 455,667 ounces during the same period in 1946, continuing

Canadian Geographical Society Map.

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the downward trend of recent years. To counter this, the government early in the year introduced a scheme of assistance to certain gold mines in an endeavour to bolster production, but so far without material results.

There was also a slight drop in the production of chrome ore for the period, from 140,742 tons for the first ten months of 1946 to 138,908 tons in 1947. The situation with respect to chrome ore was, however, aggravated by serious congestion in rail transportation and at the port of Beira. It was stated that, at one time, many thousands of tons of chrome were awaiting shipment, but could not be moved because of the shortage of railway trucks.

Both coal and asbestos were also considerably below the 1946 production levels for the same reason as affected chrome. The coal situation was extremely serious, as it affected the production of copper in Northern Rhodesia.

Continued industrial development in the colony has seen the establishment of a number of new factories during 1947, including a government cotton mill, a steel mill and a variety of smaller undertakings. Of greater importance, however, is the serious consideration given to plans for harnessing the Zambesi River above Victoria Falls, the erection of a large hydro-electric plant and the establishment of a £23,000,000 steel industry.

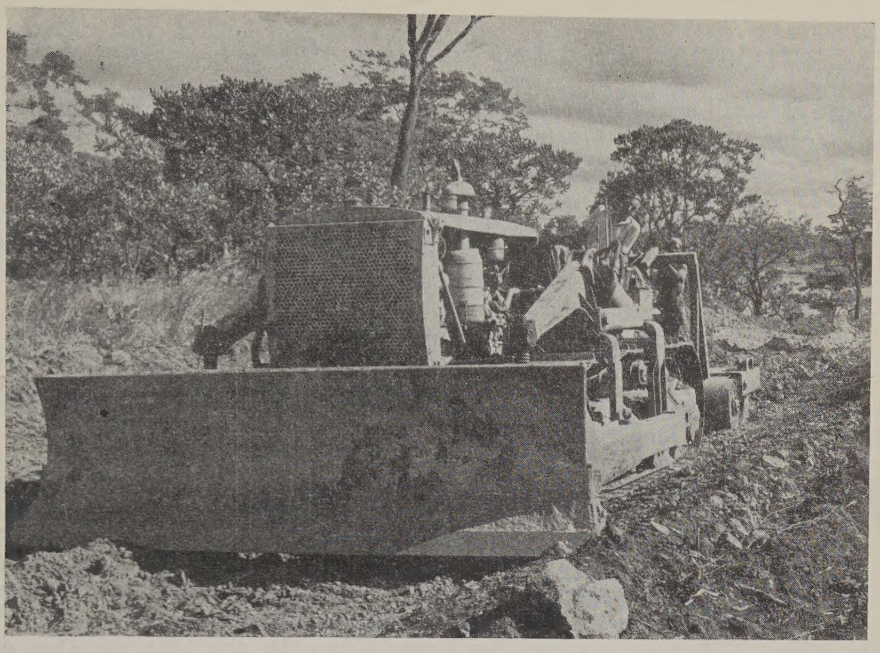
Stringent Import Controls Imposed

Finally, and perhaps of outstanding immediate interest to Canadians, was the decision of the Southern Rhodesian Government to impose rigid import restrictions in an effort to save dollar exchange. On September 19, the government announced the complete prohibition of imports of a long list of non-essential goods from hard-currency countries and the placing under import licence of all other goods from those areas. This was a direct result of the "dollar crisis" in the United Kingdom and the necessity for Southern Rhodesia living largely within her own dollar earnings. According to official statements, this meant that during the ensuing year the colony was obliged to cut imports by about $10,000,000. Up to 1946, Southern Rhodesia was a contributor to the dollar pool, but with a substantial increase in imports during the past year, the position was reversed. By September, Southern Rhodesia had apparently exceeded her earnings of dollars by more than £2,000,000. The controls now imposed are an attempt to balance these figures, and quotas are being worked out to ensure that imports of essential goods receive preference in the supply of available dollars.

Southern Rhodesia's trade returns for the first nine months of 1947 have just been issued. The most striking picture of these is the growing excess of imports over exports. This is clearly shown in the following table which, however, excludes supplies for the air training scheme and similar projects. It should be noted too that the figures of imports are on an "f.o.b." basis, so that freight, etc., should in reality be added to give a true indication of cost.

External Trade of Southern Rhodesia

Jan.-Sept.	Imports	Exports
1939	£ 7,032,000	£ 8,905,000
1941	7,253,000	11,783,000
1943	6,230,000	11,461,000
1945	9,051,000	13,203,000
1946	14,324,000	16,672,000
1947	22,898,000	17,045,000



Southern Rhodesia—Heavy machinery engaged in clearing the heavy undergrowth that covers much of this self-governing colony, and part of the £10,000,000 road-building program.

Locomotives Supplied by Canada

(Editor's Note—Canada is assisting in the further development of Southern Rhodesia through the provision of railway rolling stock. Twelve locomotives and tenders, built by the Montreal Locomotive Works, Limited, were loaded aboard the SS. *Empire Wallace* last November for shipment to Beira, Portuguese East Africa, and the principal outlet for Southern Rhodesia. This equipment was designed for passenger and freight service over 3 ft. 9 inch gauge track. The locomotive and tender weigh 296,900 pounds, and the locomotive has a tractive effort of 33,100 pounds. Its length is 30 ft. 11 ins., and with the tender 60 ft. 4 ins. Two spare boilers and spare parts were supplied with the main equipment. Eighteen locomotives were built for the Rhodesian Railways in 1918 and an additional twelve in 1921.)

Owing to the diversity of standards of living, tastes and education in other countries, it may be found that a lower quality or different style of product than that required by the Canadian market is in general demand. Labelling and markings may have to be altered to meet the requirements of foreign customers, and packaging modified to suit the foreign market. Different methods may be more convenient and economical for transportation and handling. It is axiomatic in export trade that sales are made by giving the customer what he wants, and not what an exporter may think he should have. *(See our ABC of Canadian Export Trade, page 11.)*

Economy of Nigeria Dependent on Sale of Agricultural Products

Ability to import based on world market for raw materials produced in colony — Ten-year plan of development envisages expenditure of $213,000,000—United Kingdom is main source of supply and market — Exports to Canada greatly increased.

By R. P. Bower, Commercial Secretary for Canada

(Editor's Note—This is the third in a series of six articles on market conditions in British West Africa prepared for *Foreign Trade*. The first two appeared in the January 24th and February 7th issues.)

LONDON, December 15, 1947.—The prosperity of Nigeria has long depended upon agriculture. Production is largely in the hands of the native, whose ability to buy "western" merchandise from abroad depends almost entirely on the strength of the market for the raw materials which he produces. The largest of the British West African colonies, Nigeria covers an area of some 372,000 square miles, slightly more than British Columbia. This colony, which lies between the 5th and 15th parallels of latitude North of the Equator, has a population of approximately 20,635,000 people. The climate is hot and humid.

Lagos is the principal town and the seat of government, while Kano in the north has for centuries been a focal point for caravans from North and North East Africa.

Many kinds of timber are grown, notably mahogany, walnut and ebony. While the lack of transport has proved a handicap in the development of this trade, there have been years when the export of logs has reached sizeable proportions.

Products of Palm and Rubber Trees Important Items of Trade

Palm and rubber trees are indigenous to southern districts, and palm kernels, palm oil and rubber are important items of trade. Cocoa has been an important export for many years. During the war, with the elimination of many of the larger world suppliers, British West African cocoa assumed an importance that it never previously possessed. The cocoa plant is not indigenous to West Africa, but it has been developed to a very high state in the dependencies.

Cotton can also be grown, and local crops provide a considerable proportion of the yarn for local weaving. The soil in the northern parts of the country is ideal for the production of ground nuts, and as with cocoa, Nigeria has proved a valuable source during the war years.

Goats, sheep and cattle are numerous in the northern districts, and large quantities of hides and skins are exported annually. Mineral resources include gold, tin and coal.

Large Sum to be Spent on Ten-Year Plan

The ten-year plan envisages an expenditure over the period of $213,000,000. Of this sum $85,200,000 is expected to be spent in the first five years and the sources from which this expenditure is to be funded are: Colonial Development and Welfare fund, $39,200,000; loans, $30,000,000; and revenue, $16,000,000.

The total expenditure under the plan is expected to be divided as follows: water supplies, $32,000,000; roads, $28,180,000; electricity development, $6,176,600; telecommunications, $3,280,000; marine, $14,071,760; medical and health, $20,251,108; education, $20,696,772; agricultural veterinary and fishery development, $12,908,524; building, $36,137,200; local development schemes, $8,000,000; loan charges, $14,435,932; and miscellaneous, $16,861,904.

Main Imports into Nigeria

	January-September	
	1945	1946
Food and drink	$ 3,288,000	$ 4,400,000
Tobacco	1,576,000	3,236,000
Textiles	20,915,000	24,000,000
Mechanically propelled road vehicles and parts	352,000	2,000,000
Other metal manufactured articles	6,400,000	12,000,000
Miscellaneous	8,000,000	12,000,000

The following paragraphs deal briefly with the principal imports in 1945, the latest year for which statistics are available. The figures quoted are apt to be misleading both as to quantity and to sources of supply; the former because they were restricted in many cases by overall world shortage, and the latter because traditional sources of supply have not had sufficient time since the war's end to re-establish themselves.

Apparel—Rubber boots and shoes valued at $124,000, representing 40,445 pairs, were imported in 1945, chiefly from the United Kingdom and South Africa. Before the war, Czechoslovakia and Japan were the principal suppliers of footwear. Imports of rubber boots and shoes amounted to 15,137 pairs valued at $18,400. Haberdashery imports reached $88,000; hats and caps, $72,000; singlets, $142,000; and socks and stockings, $170,000.

Beer, Ale and Stout—In 1945, 310,941 gallons were imported valued at $568,000. The United Kingdom and Germany were the principal prewar suppliers, but in 1945 the Belgian Congo and the United States were the only significant sources. This reflects the cereal shortage in the United Kingdom which virtually stopped all beer exports.

Bicycles, Tricycles and Parts—The United Kingdom had a virtual monopoly of the 15,000 bicycles imported in 1945, valued at $352,000. Imports would unquestionably have been larger had the supplies been available. As the bicycles were almost entirely of United Kingdom origin, it is only logical that the parts should have also come from the same source, total imports for the period being valued at $168,000.

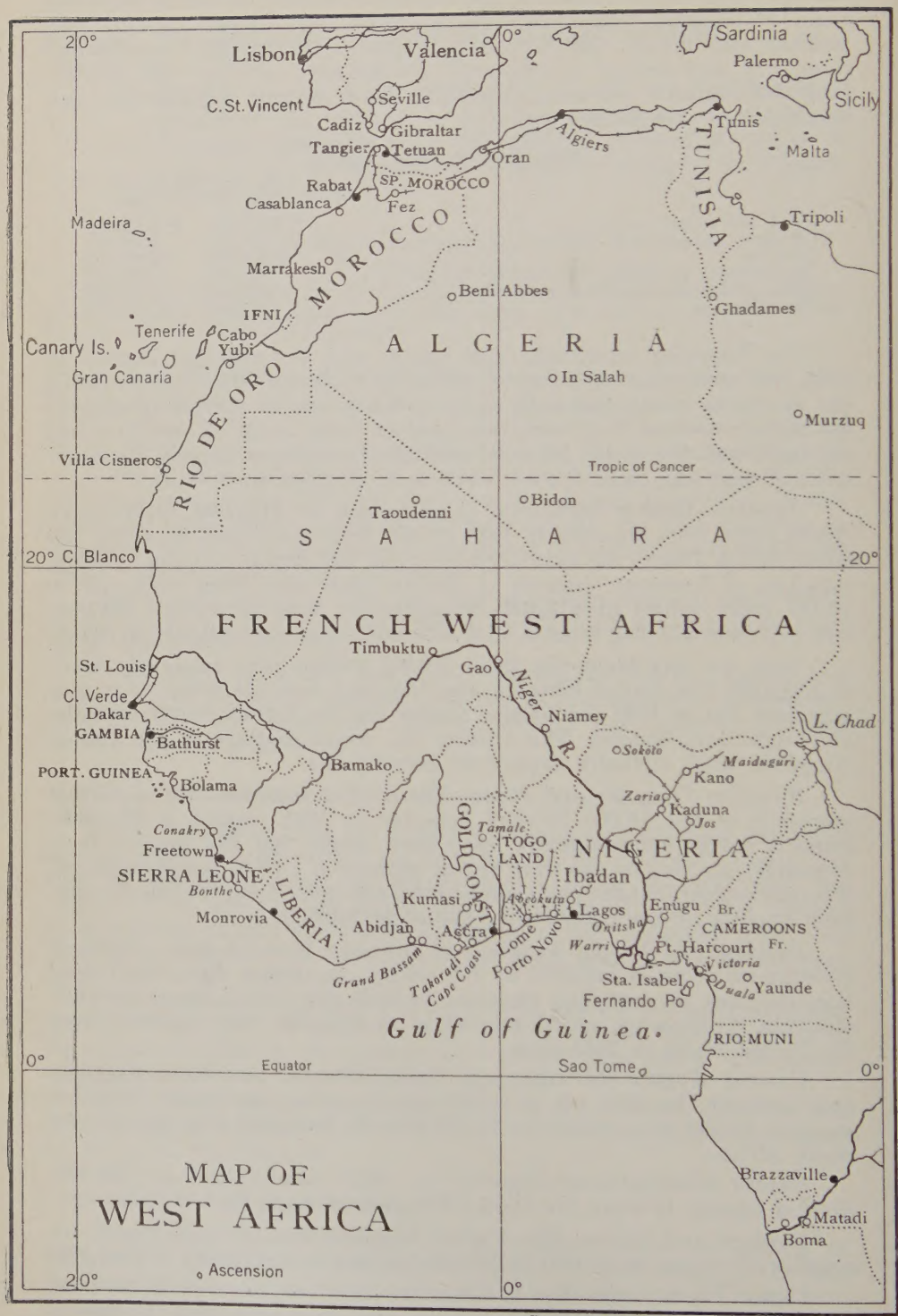
Building and Mining Materials of Iron and Steel—A wide variety of building materials is required by the colony. In prewar days, the United Kingdom was the principal supplier. In 1945 the United States assumed this role. Corrugated iron sheets valued at $765,000 were imported from the United States in 1945 alone.

Cement—Prewar this trade was divided between the United Kingdom and Germany. In 1945, out of 64,000 tons imported, the United Kingdom supplied 60,600 tons, valued at $1,188,000, the balance being supplied by South Africa.

Copper Manufactures—Imports for 1945 were valued at $88,800, divided equally between the United Kingdom and the United States.

Cordage and Twine—The United Kingdom was the only significant supplier of cordage and twine in 1945, total imports amounting to $349,600.

Cotton Piece-goods—The 1945 market for cotton piece-goods does not reflect the demand. Quantities received were dependent upon the size of the allocations made by supplying countries, particularly the United King-



Prepared at the office of the Surveyor General, Ottawa

dom. The value of the principal types imported during the year under review was: grey, unbleached, $4,432,000; white, bleached, $4,480,000; printed, $5,600,000; dyed in the piece, $2,020,000; and coloured, $3,880,000. A considerably larger quantity could have been absorbed had the supplies been made available by exporting countries. Japan was a large supplier in prewar times.

Hollow-ware—Japan and Germany formerly monopolized this trade. In 1945, imports were valued at $307,500, the United States being the principal supplier, followed by the United Kingdom.

Implements and Tools—In 1945 the United Kingdom was virtually the sole supplier under this heading, although formerly Germany was responsible for 4/5ths of the agricultural implements and tools and 1/3rd of the artisans' tools. This heading covers such items as axes, hatchets, matchets, scientific instruments and artisans' tools. Imports in 1945 were valued at $508,000.

Lamps and Lanterns—Germany, which was the principal prewar supplier has been replaced by the United Kingdom and the United States, which in 1945 shared about equally the market for 5,414 dozen lanterns valued at $58,000.

Machinery, including Parts—The following is the breakdown of machinery imports for 1945, the United Kingdom being the principal supplier: electrical, $122,000; mining and gold dredging, $228,000; marine, $85,000; industrial, $270,000; and miscellaneous, $582,000.

Medicines and Drugs—As with most tropical countries, there is a large per capita trade in drugs. In 1945 imports were valued at $756,000 of which 90 per cent originated in the United Kingdom, the balance coming from the United States. A detailed code exists covering the trade in poisons and danger drugs.

Motor Cars—Available statistics for this item are not indicative of the normal market. Supplies from abroad were restricted, while the existence of surplus army equipment further complicated the picture. In all, 63 commercial vehicles were imported, valued at $61,000. The United Kingdom sent 9, Canada 16 and the United States 38. Automobile parts, exclusive of tires and tubes, were imported to the value of $260,000. In addition, 68 private cars were imported, valued at $76,000, of which 44 valued at $49,000 originated in the United Kingdom. There was also a small trade in tractors, but here again the position was distorted by the existence of surplus army stocks in the country. Generally speaking the North American type of motor car is preferred as it is better suited to the road conditions of the country.

Painters' Colours and Materials—Of the paints and colours, valued at $252,000 imported in 1945, the United Kingdom was virtually the sole supplier. Under the heading of paints, oils, polishes and varnishes, imports were valued at $74,000, the trade being divided almost between the United Kingdom, Canada and the United States.

Salt, other than Table—The United Kingdom was the principal supplier of salt, absorbing 80 per cent of the market. Egypt was the second main source. Total imports were 1,130,961 cwts., valued at $1,622,000.

Sewing Machines—There were 791 sewing machines imported in 1945, valued at $29,000, in addition to $14,000 in parts. The United Kingdom was the principal supplier.

Artificial Silk Piece-goods—As with cotton, the imports for 1945 reflect the difficulty of obtaining adequate supplies from abroad, 2,900,000 square yards being imported valued at $1,376,000, everything originating in the United Kingdom.

Spirits—Imports of the three main types in 1945 were: 22,000 gallons of gin, $114,000; 27,000 gallons of whisky, $160,000; and a considerable quantity of brandy. Prior to the war, France supplied the bulk of the brandy, the United Kingdom and Holland sharing the gin, and the United Kingdom monopolizing the whisky trade. In 1945, the bulk of the spirits trade except whisky was obtained by South Africa.

Typewriters—Imports of typewriters in 1945 amounted to 516 valued at $40,000, of which 309 machines valued at $32,000 originated in the United States.

Tires and Tubes (rubber)—The United Kingdom was the principal supplier under this heading. Total imports amounted to $478,000.

Wood and Timber (manufactured)—Statistics reveal the difficulty in obtaining adequate requirements from abroad. The value of imports for the period under review was $180,000 compared with $580,000 in 1938.

Railway Materials—Imports in 1935 were valued at $503,000 compared with over $2,000,000 in 1938. The demand is great but deliveries are protracted.

Wheat Flour—Imports of wheat flour in 1945 were valued at $294,000 compared with $182,000 in 1938. The United States was the principal supplier in both years. United States millers were first in the market which is of considerable importance in an area where known brands carry particular weight.

Canadian Purchases Greatly Expanded

The total exports for 1945 amounted to $68,000,000 compared with $37,600,000 in 1938. The United Kingdom was the chief market, taking goods valued at $50,800,000 and was followed by the United States with $9,600,000 and Canada with $1,964,000. Other customers included South Africa ($432,000), Holland ($1,620,000) and France ($228,000). The position of Canada as the third most important customer in 1945 is in sharp contrast with the position in 1938 when purchases were in the neighbourhood of $2,000 only. This marked improvement in the Canadian position is due to two factors, (*a*) a larger physical take of Nigerian produce, particularly cocoa, palm oil and hides and skins, and (*b*) an increase in direct shipments to Canada so that statistical credit, which normally went to entrepôt centres in the United Kingdom and the United States now goes to Canada.

Sale of Foodstuffs in Brogued Tins Prohibited

Johannesburg, January 22, 1948.—(FTS)—Complaints have been received by the office of the Canadian Commercial Counsellor concerning various shipments of Canadian foodstuffs, particularly canned fish, which have been received in South Africa in damaged tins. The sale of foodstuffs in brogued or damaged tins was made illegal in South Africa by a notice gazetted on May 16, 1933, under the Public Health Act of 1919, which reads:

"No person shall sell or shall prepare, keep, transmit, or expose for sale any meat, fish, canned fruit, vegetables, jam, condensed milk or any other article of food which is packed in a hermetically sealed tin or other airtight receptacle if such tin or receptacle (*a*) is blown to any degree so that there is undue bulging of the flat or concave sides or ends of the container or so that gas escapes on puncturing; or (*b*) is extensively rusted; or (*c*) is damaged so that it leaks or otherwise becomes unsealed or shows evidence of having been punctured and the puncture re-soldered."

France Aims to Stimulate Volume Of Exports by Devaluing Franc

Financial situation forces government to act—Banknotes of 5,000 francs withdrawn from circulation — Country returns to free trading in gold—Provisional scheme effective January 26 raised official exchange rate by 80 per cent on all currencies—Franc to be devalued in due course.

By Yves Lamontagne, Commercial Counsellor, Canadian Embassy

(Editor's Note—This is the first of two reports on the current economic situation in France. Dollar equivalents based on old rate of 119 francs per dollar.)

PARIS, January 29, 1948.—Effective today, French banknotes of 5,000 francs are no longer valid. They have been withdrawn from circulation and the holders thereof reimbursed, no levy or loan for the benefit of the State being imposed on the owners. This measure affects about 330,000,000,000 francs, or about one-third of the total banknote circulation, and its effect will be to reduce purchasing power temporarily and to deflate prices. The French Government closed all banks today, and has approved the return to free trading in gold.

Owing to the sharp rise in prices, French exporters have found it increasingly difficult to compete with other countries on the international markets. The government, therefore, was led to give consideration to devaluation as a means of fostering exports. At the end of 1947 it was felt that devaluation could no longer be delayed. As a further rise in French prices is expected, the government decided against a straight devaluation in view of the impossibility of determining a rate of exchange which would closely correspond to France's internal price situation. Such a rate might turn out to be too low or too high, and devaluation of other weak currencies also appeared to be in the offing.

With a view, therefore, to ascertaining by actual experience the franc's purchasing power on other markets, the government chose to institute a provisional system which would in due course be followed by a definite devaluation.

Existing Official Exchange Rates Raised for All Currencies

As from January 26, the existing official rates of exchange were raised by 80 per cent for all currencies. As a result, the new buying and selling rates for banknotes were fixed at 211 and 215 francs respectively for Canadian dollars and 212 and 215 for United States dollars. For transfers of Canadian dollars the new rates were set at 213·71 and 214·71 respectively. The government also announced that a controlled free foreign exchange market would be established for United States dollars and Portuguese escudos. On this market the daily rates, at which foreign currencies would be exchanged, would be mobile, as they would be determined by supply and demand. This controlled market would be fed by currency obtained from tourists, from non-commercial settlements, by movements of capital from abroad into France, and by half of the proceeds from foreign exchange received by French exporters (the other half to be exchanged at the new official rates). The former exchange control and licence regulations affecting imported goods remain. For certain categories of goods considered essential to France's economy, importers will

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be able to purchase foreign exchange at the new official rates, while all other imports will be payable at the controlled free foreign exchange market rates.

Franc to be Devalued in Due Course

In due course, the franc is to be definitely devaluated and the gold reserves will then be subject to revaluation. It is hoped that this new system will attract holders of hoarded currencies and encourage the repatriation of capital held by French citizens abroad, and that foreign capital will also be brought in for investment purposes. Much will, of course, depend on the restitution of confidence in France's recovery.

Three years after liberation, the French people are experiencing a much keener feeling of deception than satisfaction. Reconstruction has been delayed by a lack of building products. Factories have been unable to expand production because of the scarcity of raw materials. Industry has been handicapped by the inability to modernize plant and equipment. Imports of urgently needed goods have had to be reduced because of the lack of foreign exchange, particularly dollars. Heavy winter frosts reduced the 1947 wheat crop to only one-third of the normal harvest. The scarcity of foodstuffs led to competition between consumers, which has forced the cost of living to higher and higher levels.

Inflation Chief Danger Facing France

The chief danger which menaces France at the present time is, without doubt, inflation. The wholesale price index (1938=100) has risen from 479 in January, 1946, to 867 in January, 1947, to 946 in May, and to 1,204 in November, 1947. The retail price index (1938=100) followed the same curve up to January, 1947, but after the month of May the rise was sharper, the index climbing from 886 to 1,336 in November.

With a view to limiting the effects of the competition between buyers and sellers, recourse continued to be made during 1947 to rationing and to ceiling prices, but to little avail. The black market flourished. Butter, for instance, not available elsewhere, was obtainable on this market at 1,200 francs per kilogram (over $4.50 per pound) in December last.

Shortage of Foreign Exchange Limits Imports

On the black market the decreasing purchasing power of the French franc during 1947 was reflected by a rise in the rate of exchange for United States dollars, which was accelerated during the last two months of the year by the labour strikes. On December 30 last the United States dollar fetched 320 francs in Paris as compared with the official exchange rate of 119·3 francs. The rise in the price of French goods of all kinds, brought about by increased wages, high taxation and social security charges, handicapped French exporters and a devaluation of the franc appeared unavoidable to maintain exports. Imports, on the other hand, had become practically impossible from the dollar area, particularly because of the lack of foreign exchange. At the end of August last gasoline imports from the dollar area were completely stopped, and all other imports payable in dollars were suspended with the exception of a few essential commodities, namely cereals, coal and fats.

Encouraging Factors Not to be Overlooked

While immediate prospects in France are rather dark, there are nevertheless a number of encouraging factors. Production of hydro-electrical

energy has increased by about 50 per cent since 1938. The output of coal has reached and even exceeded the prewar level. The same applies in several other industries, such as glass, cement, steel, and rubber tires. The railway system, though seriously crippled during the war, is now carrying a greater volume of traffic, measured in ton-miles, than in 1938. The ports are almost freed of wreckage and handling facilities have been greatly improved. The recent incorporation of the Saar territory into France's economic system is important as regards certain key industries. In 1943-44 the Saar produced 2,500,000 metric tons of pig iron; 2,750,000 tons of steel; 2,000,000 tons of rolled products; and 16,200,000 tons of coal in the same year.

Provided the weather is favourable, France may look forward to a wheat crop of at least two-thirds of the prewar average. Until the new harvest, however, France will have to depend to a large extent on other countries for bread cereals and other grains.

If, as it is hoped, the devaluation of the French franc stimulates exports, this will make possible the importation of goods which are essential to reconstruction and re-equipment and for which interim aid from the United States is insufficient.

The greatest danger is inflation. As a result of the wage and salary increases granted recently to labour and civil servants, it is estimated that about 400 billion francs will be added to the note circulation during 1948. Part of the excess purchasing power will be reduced by increased taxes, forced loans, and economies in administration. In the end, however, much will depend on the extent to which local production can be stepped up in both industry and agriculture.

Foreign Firms in Cuba Unable to Change Agents or Establish Branch Offices

Specified conditions set forth in decree published on December 22 only basis for change—Canadian firms advised to be careful before entering into exclusive arrangements with local firms.

HAVANA, December 29, 1947.—(FTS)—Foreign firms doing business in Cuba through resident agents or distributors are prevented from changing or cancelling such agency arrangements or from establishing branch offices, except under specified conditions, according to a decree published on December 22. Branch offices may only be established by firms, already operating through local agents or companies, provided that in so doing there is no dismissal of their agents, employees or labourers. In so far as the change or cancellation of agency arrangements is concerned, this is only permitted under the following conditions:

(*a*) Infraction or violation of the dispositions of the contract under which the agency or representation is operating;

(*b*) Fraud or abuse of confidence in the matters conferred on the agent or distributor;

(*c*) Ineptitude or negligence by the agent or distributor;

(*d*) The continued falling off of the sale or distribution of the articles concerned, for causes attributable to the agent or distributor;

(*e*) Disclosure of secrets of the industry or trade concerned; and

(*f*) Any other act attributable to the agent or distributor that acts to the prejudice of the development of the introduction or distribution of the products concerned with the agency.

The decree provides that the Cuban Government offices concerned will not authorize the establishment, inscription or registration of foreign firms in Cuba nor of their representatives, distributors or agents, should any such firm break the provisions of the decree in question. Should a foreign firm wish to cancel an agency arrangement, through the use of any of the reasons mentioned in the decree ((*a*) to (*f*) inclusive), it will be necessary to submit full justification of the case to the Ministry of Labour, in the same way in which proceedings concerned with the dismissal of an employee by a local firm are handled.

In view of this degree, Canadian firms are strongly advised to consider very carefully before they enter into exclusive arrangements with local firms to represent them in Cuba. If it is desired to sign any contract or enter into exclusive arrangements, it is recommended that before any such arrangements are agreed to, it should be required that an annual minimum amount of business should be stipulated from the local Cuban agents.

Repeated Crop Failures Force Portugal to Import Foods

Drought from 1944 to 1946, followed by heavy rains in 1947, lowered domestic production, making imports necessary—Olive oil production has been poor, but last returns more promising—Foreign demand for wines increased—Cork and sardines are leading exports.

By L. S. Glass, Canadian Trade Commissioner

(Editor's Note—This is the second in a series of articles on economic conditions in Portugal, the first of which appeared in the January 17th issue of *Foreign Trade*.)

LISBON, December 4, 1947.—Generally speaking, Portugal is self-supporting in most agricultural products. The average acreage planted with cereals, leguminous plants and potatoes was 4,400,000 acres during 1935-44, and this acreage was increased in 1945 to 5,600,000. However, even with this increased acreage, Portugal had difficulty in 1944, 1945 and 1946 in finding sufficient of these products to meet the national consumption, owing to extreme drought and the attendant poor crops. The winter of 1946-47 was one of the wettest on record, and the rains accompanied by high winds, retarded planting and eventually caused considerable damage to planted crops in certain sections. Despite this, however, it is anticipated that the crops will at least be normal, and in some instances may surpass the long-term average. The two most important staple crops for human consumption are wheat and corn, and Portugal has been forced to purchase considerable tonnage of these abroad during the past three years. The amounts allocated to Portugal, however, were insufficient to supply the deficit between supply and demand. As a result, rationing has been very strict and tight, but the Ministry of Economy has promised relief. If the present prospects are borne out, Portugal may have a normal food supply for this winter.

The droughts which have assailed Portugal in the past, besides affecting the grain crops, have had their secondary reaction on the livestock population and the supply of dairy products. This has brought about a severe shortage of meat in Lisbon, which has necessitated the importation of considerable quantities of frozen meat from the Argentine. Prospects for an immediate betterment of this condition are not promising.

Olive Oil Production Returns to Normal

Portugal is one of the world's great producers of olive oil, and as such is an important factor in the world's supply of oil. It is customary in Portugal to experience alternately a year of good crops (safra), and a year of bad crops (contra safra). Some claim this to be inherent to the olive trees, but others insist that it is caused by lack of scientific cultivation. Whichever may be correct, the fact remains that a good year is almost inevitably followed by a poor one. Unfortunately for Portugal, the first year of drought set in immediately after a year of bad crops, so there have been literally four years of sub-normal production, and the export of both olives and olive oil has been prohibited almost entirely. Such small shipments as have been sent to Brazil have been under the closest supervision. Portugal has even had to turn to other producing countries to obtain sufficient quantities to maintain what is considered to be a starvation ration of three decilitres per person per month. The 1947 crop was good, and the present indications are that there should be a reasonable amount of oil available for export. No indication has been given as to what quantity may be available, but it should be sufficient to make more than token shipments to Portugal's customary markets.

The production of wines represents one of the greatest industries in Portugal, and the returns from this export are of great importance to the Portuguese economy. During the war years, Portugal's outlets for wine practically disappeared, and as a result, considerable stocks were built up. With the cessation of hostilities, however, the markets again became active, and although the traditional European importers are still not in a position to buy the same quantities as before the war, the export of Portuguese wines is greater than during the prewar years. This is apparently due to the fact that countries, which before the war were but small consumers of wine, have now developed infinitely more important markets than hitherto. Similarly, the fact that French wines have been unavailable has given the Portuguese producers of table wines an opportunity of introducing their types to the foreign markets.

Cork Industry of Great Importance

Portuguese forestry products may be divided into two sections—timber and cork. Portugal is to-day one of the most heavily timbered countries of Europe, and reforestation has been scientifically practised for many years. As a result, although the annual felling of timber is sufficient to supply 90 per cent of Portugal's requirements, there is no depletion of reserves. Portugal offers little or no market for timber, lumber or wood products, with the exception of special hardwoods for the manufacture of port wine casks, and a few fancy woods for cabinet-making.

The other branch of forestry—cork production—is one of Portugal's most important industries. The production of cork does not depend on climatic or other conditions in any particular year, as it is only once in nine years that a given tree is stripped. The production is really determined more by the market demand than by any other factor, and to date, Portugal has been able to meet all requirements. Considerable difficulty has been encountered, however, in obtaining the necessary supply of shipping containers.

Although Portugal has fair quantities of various minerals, production and transportation costs are such as to make mining almost prohibitive in most cases. During the war, when price was no question, many otherwise

uneconomic mines were opened up, and Portugal enjoyed a variety of profitable mining, particularly of wolfram and tin. With the cessation of the war, the greater part of these activities has disappeared, and mining will be relegated to a very secondary position.

Codfish Fleets Come to Canada

The Portuguese fishing industry, along with cork, wines and olive oil, is of major importance to Portugal. The Portuguese waters abound in fish, and with the exception of dried codfish, Portugal is self-supporting. The Portuguese codfish fleet goes each year to the fishing grounds off the coast of Canada and Newfoundland, and returns with approximately 60 per cent of the country's requirements of codfish. The remainder is offered by Newfoundland, Norway, Iceland and the United Kingdom.

Sardines are the most important single item in the Portuguese national fisheries, and the sale of canned sardines accounts for a large part of Portugal's export trade. Up until the present, that is to say during the war years, almost the entire exportable surplus of sardines was absorbed by the United Kingdom, which reallocated considerable portions of the fish so acquired to other consuming countries. A very serious embarrassment to the industry is the shortage of tinplate, and with world conditions as they are at the present time, there is not very much indication of relief from this shortage. It might be said that a system of "can and carry" has been operating for several years.

The industrialization of Portugal has been developed to but a minor degree, although local industry is able to supply the greater part of the demand for staples, and in some instances there is a certain amount of export trade. Portugal, however, is essentially not an exporter of manufactured goods, except to her colonial empire. The present Government has offered every encouragement to the establishment of local industries, but perhaps owing to the fact that the internal market of Portugal, with its small population of slightly over eight million people, and its extremely low purchasing power, is so relatively small, the response to the Government's encouragement has been poor.

Portuguese industry has for many years been almost strike free, and indeed, the first strikes of any real importance occurred in the spring of 1947. These troubles have, it is said, arisen from outside agitation, and although they were quickly settled, there undoubtedly is a feeling of unrest throughout the labouring class in this country.

Poznan International Fair to be Held in April and May

The Twenty-first International Fair of Poznan, Poland, will be held from April 24 to May 9, 1948. Canadian manufacturers and producers interested in obtaining space should make application to Mr. T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling avenue, Ottawa.

Canadian Toy Fair Scheduled for Next Month

Plans are nearing completion for the eighth annual Canadian Toy Fair, which is scheduled to take place in Montreal from March 22 to March 25 under the sponsorship of the Canadian Playthings Manufacturers Association. Buyers from Great Britain, the British West Indies, South Africa, Sweden, South and Central America have attended this annual event since its inauguration in 1941, and upwards of one hundred Canadian firms exhibited last year.

Businessmen May Spend Longer Period in Japanese Islands

Hotel facilities made available for sixty days, and provision for extension of entry permit—Quota system, based on value of prewar trade, abolished—Investment possibilities may be investigated—Canada made variety of purchases last year.

By Asia Section, Trade Commissioner Service

CANADA purchased goods valued at $465,032 from Japan during the past year, and supplied that country with one shipment of mica that was valued at $19,500. These figures do not include commodities for which purchase arrangements were made through the United States or Canadian products forwarded to Japan through the United States. Imports during the period under review consisted of chinaware, textiles, mandarin and bitter oranges, slide rules, hypodermic syringes, toys, ornaments, umbrellas and articles made of bamboo. Some of the contracts, effected through the *Boeki-Cho* (Japanese Board of Trade, in Tokyo, which was described in last week's issue of *Foreign Trade*), were made on a government-to-government basis and others on a private trading basis.

Private trading with Japan has been further simplified by the Supreme Commander for the Allied Powers (SCAP), which has announced amendments to the regulations governing the entry of businessmen to that country. Quotas, which were established on the basis of a country's prewar trade with Japan, have been abolished. Applicants must be sponsored by their respective governments, however, on the understanding that the purpose of their visit is to engage in private trading, to provide services involving trade, to seek the restitution of holdings in Japan prior to the outbreak of hostilities, or to investigate investment possibilities that would contribute to the economic rehabilitation of Japan.

Period of Stay Extended to Sixty Days

Businessmen are now entitled to use Japanese commercial hotel facilities for a period of sixty days, as compared with the previous limit of twenty-one days. Those wishing to remain for a longer period may apply for a "semi-permanent" residence permit on arrival in Japan. They will be required to provide their own logistic support, independent of facilities furnished by the occupation force, and to demonstrate that their continued stay in Japan would increase the volume of foreign trade or otherwise promote the occupation objectives.

Extensions beyond sixty days for those wishing to use commercial hotel facilities maintained by the Japanese Government will be granted only if other applicants are not thereby denied entrance to Japan. SCAP assumes no responsibility for obtaining facilities for commercial interests, and no entry permit will be granted for the sole purpose of taking up residence in the country. The procedure is unchanged by these new amendments for the entry and stay of representatives of commercial services, such as banks, insurance and shipping companies, trade representatives and commercial missions of an official character.

No more than two representatives of a single private firm or enterprise will be permitted to enter Japan at one time, when such entry requires the use of commercial hotel facilities, with the exception of

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concerns providing trade services, and whose clearance will be based on demonstrated needs. Dependents and/or clerical assistants will not be allowed to enter Japan, when their entry requires the use of commercial hotel facilities, requisitioned or procured quarters or support from the occupation forces. Commercial entrants may not bring in motor vehicles, unless provision can be made for their operation independent of the occupation forces.

Applications will be considered by SCAP in order of their receipt from interested governments, and entry permits will be valid during a period of 45 days beyond their despatch from its headquarters, in order to enable the prospective entrants to make necessary travel arrangements. These applications will be subject to approval by SCAP, which reserves the right to cancel the entry permit of any individual who is not contributing to the restoration of trade and other occupation objectives.

Only Half Hotel Accommodation Utilized

Only fifty per cent of the commercial hotel facilities, which were made available for the four hundred businessmen expected to arrive in Japan with the resumption of restricted private trading on September 1, 1947, have been utilized. It is unlikely, therefore, that recent modifications in the entry restrictions will prevent persons with legitimate commercial interests from entering Japan.

The original quota for Canada, amounting to eight persons, was adequate, due to the limited interest among Canadian businessmen in resuming trade relations with Japan. This is attributed to the difficult and somewhat discouraging conditions under which trade had to be transacted. However, the new arrangements made by SCAP will provide for any increase among Canadian visitors. The fact that traders may extend the period of their stay, and the inclusion of persons seeking the restitution of their holdings or investigating investment possibilities are welcomed as indications of progress towards more normal trading conditions.

Details of Canadian trade with Japan during the past year are set forth in the table below. A total of 94 contracts, aggregating $465,032, were effected with the *Bocki-Cho* for the purchase of Japanese goods, and one for the sale of Canadian goods to Japan. The figures do not include direct shipments to this country arranged through the United States or shipments of Canadian goods to Japan through the United States.

Canadian Imports from Japan

Government-to-Government basis		Jan.-Dec.
Chinaware	7 contracts	$ 10,950
Textiles (made up goods)	12 contracts	91,113
Oranges (bitter)	2 contracts	8,304
Sundries (slide rules, hypodermic syringes, etc.)	7 contracts	41,949
Private trading basis		**Jan.-Dec.**
Chinaware	34 contracts	$132,356
Textiles (made up goods)	5 contracts	14,697
Oranges (mandarin)	1 contract	121,000
Oranges (bitter)	1 contract	15,000
Sundries (toys, ornaments, bamboo ware, umbrellas, etc.)	25 contracts	29,663
Total		$465,032

Canadian Exports to Japan

Government-to-Government basis		Jan.-Dec.
Mica	1 shipment	$ 19,500

Monthly Summary of Foreign Trade

Total Trade (Excluding gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
	(Millions of Dollars)							
January	108·3	121·2	294·4	305·8	372·4	363·5	331·7	384·3
February	101·1	107·4	287·8	283·9	367·6	352·7	271·7	358·9
March	131·1	139·3	321·8	352·7	440·7	439·5	319·9	420·8
April	94·6	100·4	312·1	379·8	424·2	451·9	341·0	419·0
May	142·8	135·0	383·2	407·7	529·9	462·6	363·0	511·5
June	134·9	125·8	351·2	397·9	498·5	473·6	326·4	507·4
July	133·1	123·1	338·5	457·4	430·2	424·7	352·9	466·4
August	136·1	126·9	309·7	444·2	416·5	428·8	409·2	429·4
September	137·4	129·5	333·9	384·6	427·1	347·2	328·0	429·7
October	161·0	153·2	353·2	425·8	478·5	367·3	393·0	508·2
November	166·4	150·1	335·2	453·7	459·1	383·7	433·3	485·1
December	134·8	114·1	408·8	442·8	397·4	357·6	396·2	465·0
Total	1,581·6	1,526·1	4,029·7	4,736·4	5,242·0	4,853·2	4,266·4	5,385·7

Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
	(Millions of Dollars)							
January	62·8	70·3	150·5	177·3	242·0	230·5	189·1	208·6
February	57·4	59·6	166·5	167·7	227·2	236·4	153·1	179·5
March	71·1	73·3	175·5	205·2	282·7	301·2	178·4	209·0
April	48·5	50·9	168·3	227·7	282·9	312·3	178·5	190·9
May	75·6	67·0	234·2	250·6	368·4	315·2	197·0	267·8
June	73·3	66·0	203·0	249·2	343·2	322·8	166·7	272·7
July	74·4	66·2	197·3	303·6	278·7	282·7	188·7	236·6
August	77·1	69·1	176·5	292·9	257·0	295·0	242·7	221·3
September	76·8	72·2	206·1	244·9	264·6	220·8	169·8	218·6
October	91·3	88·2	211·9	259·8	314·0	227·9	204·2	250·8
November	95·0	86·0	204·8	289·9	312·5	238·6	232·2	253·1
December	81·3	68·9	269·2	302·6	266·9	234·8	211·9	266·2
Total	884·5	837·6	2·363·8	2,971·5	3,440·0	3,218·3	2,312·2	2,774·9

Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1942	1943	1944	1945	1946	1947
	(Millions of Dollars)							
January	44·6	49·7	142·1	127·3	126·4	129·7	140·3	173·8
February	42·9	47·0	119·6	114·4	138·4	112·4	117·0	177·1
March	59·1	65·1	144·9	146·1	150·8	132·5	139·9	208·9
April	45·3	48·9	142·1	150·7	137·5	133·8	160·8	225·6
May	66·1	67·1	147·5	154·4	159·0	143·8	164·2	240·3
June	60·5	58·9	146·5	146·8	152·5	146·5	157·7	231·1
July	57·6	55·8	139·3	150·9	148·5	138·7	161·6	226·8
August	57·9	57·0	131·9	149·1	157·3	128·1	163·2	204·6
September	59·6	56·4	126·3	137·3	159·7	122·3	156·1	208·1
October	68·6	63·9	140·2	162·9	160·1	134·4	186·4	254·5
November	70·1	63·3	126·2	160·3	141·6	142·4	198·2	229·1
December	52·2	44·3	137·6	134·9	127·2	121·2	181·9	194·2
Total	684·6	677·5	1,644·2	1,735·1	1,758·9	1,585·8	1,927·3	2,573·9

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Balance of Trade with all Countries (Excluding gold)

Months	Average 1935–39	1938	1942	1943	1944	1945	1946	1947
	(Millions of Dollars)							
January	+ 19·0	+ 21·8	+ 10·2	+ 51·2	+ 119·6	+ 104·2	+ 51·0	+ 36·7
February	+ 15·3	+ 13·5	+ 48·6	+ 55·1	+ 90·9	+ 128·0	+ 37·7	+ 4·7
March	+ 13·0	+ 9·2	+ 32·1	+ 60·5	+ 139·2	+ 174·5	+ 40·0	+ 3·0
April	+ 4·0	+ 2·6	+ 27·9	+ 78·4	+ 149·2	+ 184·3	+ 19·5	− 32·2
May	+ 10·6	+ ·8	+ 88·2	+ 98·9	+ 211·8	+ 174·9	+ 34·6	+ 30·9
June	+ 13·8	+ 7·9	+ 58·2	+ 104·4	+ 193·5	+ 180·7	+ 11·1	+ 45·3
July	+ 17·9	+ 11·4	+ 59·8	+ 155·6	+ 133·3	+ 147·4	+ 29·6	+ 12·8
August	+ 20·3	+ 12·9	+ 45·9	+ 146·0	+ 101·9	+ 172·5	+ 82·8	+ 20·3
September	+ 18·3	+ 16·7	+ 81·2	+ 110·1	+ 107·6	+ 102·7	+ 15·8	+ 13·4
October	+ 23·8	+ 25·3	+ 72·8	+ 100·0	+ 158·4	+ 98·5	+ 20·2	− 0·8
November	+ 26·2	+ 23·5	+ 82·8	+ 133·1	+ 175·9	+ 98·8	+ 37·0	+ 26·9
December	+ 30·3	+ 25·6	+ 133·7	+ 173·1	+ 142·9	+ 115·2	+ 32·4	+ 76·7
Total	+ 212·5	+ 171·2	+ 741·2	+1,266·3	+1,724·2	+1,681·6	+ 411·9	+ 237·8

Balance of Trade with the United Kingdom (Excluding gold)

Months	Average 1935–39	1938	1942	1943	1944	1945	1946	1947
	(Millions of Dollars)							
January	+ 17·7	+ 24·8	+ 32·4	+ 34·1	+ 88·2	+ 74·5	+ 31·2	+ 36·3
February	+ 14·6	+ 18·7	+ 46·7	+ 42·7	+ 72·0	+ 61·4	+ 24·9	+ 34·5
March	+ 15·6	+ 16·4	+ 50·9	+ 53·0	+ 100·7	+ 101·5	+ 36·2	+ 33·9
April	+ 9·1	+ 9·6	+ 43·3	+ 77·0	+ 93·0	+ 98·9	+ 19·8	+ 30·4
May	+ 17·7	+ 16·2	+ 81·0	+ 83·9	+ 127·3	+ 101·1	+ 36·2	+ 75·6
June	+ 18·3	+ 16·6	+ 57·1	+ 96·1	+ 118·6	+ 81·3	+ 7·3	+ 58·2
July	+ 19·4	+ 16·3	+ 47·5	+ 111·0	+ 99·3	+ 72·2	+ 18·6	+ 52·0
August	+ 20·0	+ 16·5	+ 44·2	+ 101·4	+ 85·7	+ 56·8	+ 57·5	+ 51·1
September	+ 20·3	+ 19·0	+ 38·4	+ 68·0	+ 87·7	+ 49·2	+ 42·4	+ 39·4
October	+ 27·5	+ 24·6	+ 42·9	+ 60·3	+ 94·9	+ 44·8	+ 32·1	+ 48·7
November	+ 28·4	+ 24·8	+ 58·3	+ 93·7	+ 91·3	+ 37·7	+ 43·3	+ 51·6
December	+ 22·1	+ 18·6	+ 44·0	+ 81·0	+ 68·7	+ 51·6	+ 47·8	+ 52·5
Total	+ 230·8	+ 222·1	+ 586·8	+ 902·3	+1,127·5	+ 830·9	+ 397·4	+ 564·3

Balance of Trade with the United States (Excluding gold)

Months	Average 1935–39	1938	1942	1943	1944	1945	1946	1947
	(Millions of Dollars)							
January	− 5·9	− 11·3	− 48·5	− 12·8	− 18·3	− 15·0	− 33·2	− 55·8
February	− 7·5	− 13·8	− 40·9	− 12·0	− 22·7	+ 1·9	− 27·1	− 67·1
March	− 10·3	− 19·5	− 49·2	− 30·9	− 19·4	+ 1·7	− 32·4	− 80·2
April	− 8·4	− 12·8	− 47·9	− 41·9	+ 9·0	+ 10·1	− 41·9	− 91·6
May	− 11·0	− 19·5	− 46·7	− 33·8	+ 6·8	+ 15·0	− 39·9	− 102·7
June	− 10·5	− 16·5	− 56·9	− 28·7	− 9·0	+ 3·8	− 38·5	− 90·5
July	− 6·6	− 12·4	− 39·6	− 27·3	− 23·3	+ 1·5	− 35·9	− 84·9
August	− 4·5	− 9·4	− 33·8	− 32·3	− 50·4	+ 18·2	− 45·6	− 71·6
September	− 5·9	− 8·9	− 22·5	− 17·6	− 23·0	− 2·3	− 44·7	− 73·8
October	− 8·0	− 9·7	− 30·3	− 20·4	+ 5·2	− 9·9	− 39·4	− 86·2
November	− 7·7	− 8·6	− 22·5	− 20·4	+ 6·4	− 0·1	− 58·1	− 79·8
December	− 0·7	− 3·7	+ 30·7	+ 21·2	+ 25·9	+ 0·1	− 60·1	− 33·9
Total	− 87·0	− 146·0	− 408·1	− 257·0	− 112·7	+ 25·0	− 496·7	− 918·1

Canadian Imports, by Areas

Geographic Areas	December			January-December		
	1938	1946	1947	1938	1946	1947
British Countries	(Millions of Dollars)					
United Kingdom and Europe(1)	7·0	11·7	20·3	119·3	201·5	189·5
America	0·9	2·3	4·0	22·5	43·8	43·0
Africa	0·6	2·5	1·7	4·8	21·8	20·8
Asia	1·7	1·9	5·7	23·5	38·2	71·9
Oceania	1·0	3·5	3·0	16·0	35·2	29·2
Total British Countries	11·2	21·9	34·7	186·1	340·5	354·4
Foreign Countries						
United States and Possessions	29·2	145·8	141·9	425·0	1,406·3	1,976·4
Latin America	0·6	9·5	11·6	16·0	125·6	159·1
Europe	2·3	3·0	3·4	40·0	39·6	57·6
Other Foreign	0·9	1·7	2·6	10·5	15·3	26·4
Total Foreign Countries	33·0	160·0	159·5	491·4	1,586·8	2,219·6
Total Imports for Consumption	44·3	181·9	194·2	677·5	1,927·3	2,573·9
(1) Includes Canadian Goods returned, mainly military equipment	.....	.....	.....	0·5	60·1	0·8

Canadian Imports, by Countries

Country	December			January-December		
	1938	1946	1947	1938	1946	1947
British Countries	(Thousands of Dollars)					
Europe:						
United Kingdom (See footnote 1)	7,033	11,664	20,254	119,292	201,433	189,370
Eire	1	1	3	27	53	76
Gibraltar	.....	.....	.....	.....	.....	.....
Malta	.....	.....	.....	2	56	12
Total Europe	7,034	11,665	20,257	119,321	201,542	189,458
America:						
Newfoundland	67	532	396	2,194	9,268	9,427
Bermuda	2	1	3	69	122	57
Barbados	90	152	120	2,132	5,548	7,776
Jamaica	159	484	888	6,192	10,484	6,371
Trinidad and Tobago	50	178	444	2,352	4,137	5,654
Bahamas	108	126	94	2,383	788	615
Leeward and Windward Islands			27			199
British Honduras	33	251	47	102	1,221	584
British Guiana	449	599	1,978	7,113	12,187	12,358
Falkland Islands	.....	.....	.....	.....	.....	.....
Total America	958	2,323	3,997	22,537	43,755	43,041
Africa:						
Northern Rhodesia	480	585	1	1,991	7,892	29
Union of South Africa			414			4,228
Other British South Africa			.....			.....
Southern Rhodesia	.....	9	7	3	93	181
Gambia	.....	.....	.....	.....	.....	.....
Gold Coast	2	1,828	7	631	5,381	6,493
(1) Includes Canadian Goods returned, mainly military equipment	26	93	34	544	60,092	839

Canadian Imports, by Countries—*Continued*

Country	December			January-December		
	1938	1946	1947	1938	1946	1947
British Countries—Concluded	(Thousands of Dollars)					
Africa—Con.						
Nigeria				362	4,772	2,149
Sierra Leone			1	11		18
Other British West Africa						
British Sudan			6	27	53	26
British East Africa	95	69	1,293	1,735	3,603	7,683
Total Africa	577	2,491	1,729	4,760	21,794	20,807
Asia:						
India	611	1,707	2,293	8,181	27,877	42,250
Burma	6			273	1	3
Ceylon	292	154	1,263	3,679	3,745	11,653
Aden				9		
British Malaya	722	3	1,939	10,278	5,871	16,908
Other British East Indies	5		29	127		30
Hong Kong	77	71	159	785	163	982
Palestine	2	18	1	131	500	31
Total Asia	1,715	1,953	5,684	23,463	38,157	71,857
Oceania:						
Australia	667	990	1,225	9,044	19,754	14,222
New Zealand	127	2,501	710	4,562	11,956	10,831
Fiji	162	1	1,090	2,394	3,123	4,178
Other Oceania				16	420	
Total Oceania	956	3,492	3,025	16,016	35,253	29,231
Total British Countries	11,240	21,922	34,693	186,099	340,501	354,394
Foreign Countries						
United States and Possessions:						
United States	29,188	145,641	141,663	424,731	1,405,297	1,974,679
Alaska	23	43	48	102	389	744
American Virgin Islands		6	5		32	16
Guam					50	
Hawaii	6	39	126	145	346	709
Puerto Rico		27	65	6	198	270
Total United States and Possessions	29,217	145,754	141,907	424,984	1,406,312	1,976,418
Latin America:						
Argentina	64	1,487	292	2,149	14,372	17,961
Bolivia				8	32	8
Brazil	52	732	964	769	14,018	13,888
Chile	44	13	27	179	424	339
Colombia	154	294	641	6,903	9,708	9,197
Costa Rica	1		120	76	1,546	727
Cuba	35	611	1,238	440	13,228	23,751
Ecuador	2	40	32	28	157	207
Guatemala	5	99	680	85	2,928	9,488
Haiti		20	4	62	778	227
Honduras		1,305	287	38	15,573	6,999
Mexico	23	725	2,353	576	14,610	16,980
Nicaragua					29	87
Panama			23	16	38	2,107
Paraguay		18	10	59	264	232
Peru	150	25	37	3,005	847	407
Salvador	1	12	49	17	2,428	1,342
San Domingo		721	708		7,127	8,186
Uruguay	4	31	11	137	618	321
Venezuela	48	3,330	4,103	1,469	26,886	46,688
Total Latin America	583	9,463	11,579	16,016	125,611	159,142

Canadian Imports, by Countries—*Concluded*

Country	December			January-December		
	1938	1946	1947	1938	1946	1947
FOREIGN COUNTRIES—Concluded	(Thousands of Dollars)					
Europe:						
Albania	.....	.....	.....	2	.....	.....
Austria	.....	.....	8	83	.....	89
Belgium	457	271	337	6,181	4,429	10,120
Bulgaria	.....	.....	.....	.....	.....	.....
Czechoslovakia	55	83	167	2,528	964	3,645
Denmark	9	29	341	174	157	1,455
Estonia	1	.....	.....	20	.....	.....
Finland	4	5	1	68	23	30
France	473	536	688	6,105	4,610	8,755
Germany	448	.....	14	9,930	11	498
Greece	2	5	9	29	64	95
Hungary	12	.....	.....	161	.....	50
Iceland	.....	7	.....	3	9	30
Italy	195	505	279	2,631	2,704	3,872
Latvia	2	.....	.....	15	.....	.....
Lithuania	.....	.....	.....	.....	.....	.....
Netherlands	218	75	138	3,756	2,497	3,530
Norway	52	20	33	733	836	4,999
Poland	20	.....	.....	261	1	3
Portugal	28	124	68	272	2,188	1,409
Azores and Maderia	15	61	34	179	241	655
Roumania	6	.....	.....	44	1	1
Soviet Union	4	5	.....	257	1,519	181
Spain	47	274	286	793	4,484	3,003
Sweden	89	402	270	2,114	3,681	3,184
Switzerland	193	620	681	3,488	11,149	11,941
Yugoslavia	14	.....	.....	64	2	23
Total Europe	2,344	3,022	3,354	39,891	39,570	57,568
Other Foreign Countries:						
Abyssinia	.....	.....	.....	2	1	9
Afghanistan	.....	.....	.....	.....	1,587	.....
Belgian Congo	.....	40	36	1	664	815
China	178	97	86	2,466	2,321	2,304
Greenland	.....	1	.....	512	271	.....
Egypt	17	46	.....	547	252	205
French Africa	5	.....	.....	65	353	252
French East Indies	7	.....	.....	218	.....	1
French Guiana	.....	.....	.....	.....	.....	.....
French Oceania	.....	.....	.....	1	22	18
French West Indies	.....	.....	.....	1	3	19
Madagascar	2	24	.....	36	123	18
St. Pierre and Miquelon	.....	1	3	10	7	15
Iraq	108	243	654	303	1,489	1,502
Tripoli	.....	.....	.....	.....	.....	.....
Other Italian Africa	.....	.....	.....	.....	4	3
Japan	471	.....	192	4,643	3	350
Korea	.....	.....	.....	1	.....	.....
Liberia	10	.....	.....	38	60	25
Morocco	2	.....	1	69	18	36
Netherlands East Indies	51	7	19	786	57	200
Netherlands Guiana	.....	59	24	.....	59	519
Netherlands West Indies	.....	393	1,084	.....	3,186	8,648
Iran	12	5	.....	84	274	299
Philippine Islands	11	1	459	386	2,058	8,063
Portuguese Africa	.....	.....	17	1	510	392
Portuguese Asia	.....	.....	.....	2	.....	.....
Siam	.....	10	.....	10	12	28
Canary Islands	1	.....	.....	14	.....	2
Spanish Africa	.....	.....	.....	.....	.....	.....
Syria	1	34	2	13	71	30
Turkey	25	787	42	251	1,880	2,672
Total Other Foreign	901	1,748	2,619	10,460	15,285	26,425
TOTAL FOREIGN COUNTRIES	33,046	159,990	159,461	491,353	1,586,779	2,219,550
TOTAL IMPORTS	44,286	181,913	194,154	677,451	1,927,279	2,573,944

Canadian Imports, by Commodities

Commodity	December			January-December		
	1938	1946	1947	1938	1946	1947
	(Millions of Dollars)					
Groups—						
Agricultural, Vegetable Products	8·9	29·5	28·5	125·1	310·8	356·3
Animals and Animal Products	1·4	7·2	5·4	25·2	64·2	86·9
Fibres, Textiles and Products	5·5	31·6	28·8	87·4	264·1	390·6
Wood, Wood Products and Paper	2·4	6·4	5·4	32·1	69·6	89·5
Iron and Products	11·3	49·0	59·0	162·6	491·1	762·4
Non-Ferrous Metals and Products	2·6	10·9	11·1	38·4	120·3	160·9
Non-Metallic Minerals, Products	6·7	27·8	37·6	121·7	332·6	452·2
Chemicals and Allied Products	2·2	7·8	8·6	35·2	92·9	113·1
Miscellaneous Commodities	3·3	11·7	9·9	49·6	181·7	162·1
TOTAL IMPORTS FOR CONSUMPTION	44·3	181·9	194·2	677·5	1,927·3	2,573·9
	(Thousands of Dollars)					
Agricultural, Vegetable Products—						
Fruits	1,481	10,473	5,055	20,948	95,496	77,477
Nuts	248	2,360	1,471	3,499	22,591	22,050
Vegetables	411	1,461	693	6,051	27,243	24,822
Grains and products	1,248	3,732	4,205	17,274	20,197	36,453
Sugar and products	1,231	1,414	5,305	20,581	39,879	57,420
Cocoa and chocolate	161	1,780	28	2,065	5,626	7,415
Coffee and chicory	290	406	1,619	3,932	16,162	14,382
Tea	717	666	2,105	9,570	10,208	20,655
Beverages, alcoholic	1,023	1,768	1,765	6,970	12,911	13,727
Gums and resins	91	829	440	1,404	5,635	6,183
Oils, vegetables	404	1,317	970	11,870	15,062	25,642
Rubber and products	986	1,148	2,753	11,290	20,079	28,730
Tobacco	196	317	236	2,251	3,364	3,184
Vegetables products, other	395	1,799	1,831	7,418	16,300	18,139
Total	8,880	29,470	28,478	125,121	310,753	356,278
Animals and Animal Products—						
Fish and fishery products	171	312	463	2,491	4,599	5,073
Furs and products	277	1,966	2,066	5,651	27,292	22,451
Hides and skins, raw	259	1,123	824	2,936	3,651	12,011
Leather, unmanufactured	192	571	520	2,612	4,182	6,574
Leather, manufactured	92	565	433	2,352	5,062	7,459
Animal oils, fats, greases	62	372	112	938	4,685	13,728
Animals and products, other	309	2,249	977	8,247	14,766	19,613
Total	1,363	7,158	5,395	25,227	64,237	86,909
Fibres, Textiles and Products—						
Cotton, raw and linters	924	6,272	6,722	13,237	44,397	60,481
Cotton products	1,025	10,920	5,647	16,298	74,761	119,413
Flax, hemp, jute and products	503	1,430	2,206	8,543	23,142	37,873
Silk and products	519	683	354	6,832	4,041	7,421
Wool, raw and unmanufactured	539	3,122	2,657	9,638	29,825	30,070
Wool products	960	3,266	4,822	15,547	34,744	54,393
Artificial silk and products	337	2,586	2,300	3,734	22,103	34,493
Textile products, other	702	3,302	4,062	13,165	31,108	46,446
Total	5,510	31,583	28,771	87,443	264,121	390,589
Wood, Wood Products and Paper—						
Wood, unmanufactured	285	879	498	5,050	8,586	16,898
Wood, manufactured	312	1,257	1,030	4,296	11,467	17,688
Paper	528	1,632	1,417	7,520	18,834	23,027
Books and printed matter	1,274	2,660	2,409	15,277	30,737	31,935
Total	2,399	6,428	5,354	32,143	69,623	89,548
Iron and Its Products—						
Iron ore	8	535	439	2,830	6,467	12,717
Scrap	173	241	706	857	2,163	4,197
Castings and forgings	116	763	557	2,574	7,445	8,598
Rolling mill products	1,892	4,696	7,461	25,470	53,376	77,970
Pipes, tubes and fittings	156	704	1,272	1,972	8,411	13,464
Wire and chain	148	568	697	1,992	5,563	9,413

Canadian Imports, by Commodities—*Concluded*

Commodity	December			January-December		
	1938	1946	1947	1938	1946	1947
	(Thousands of Dollars)					
Iron—Con.						
Farm implements and machinery	512	7,048	8,576	20,320	68,352	105,405
Hardware and cutlery	146	712	765	2,147	7,431	10,388
Household machinery	156	924	1,206	2,613	6,361	16,220
Mining, metallurgical machinery	305	553	935	5,261	6,432	12,205
Business, printing machinery	338	1,343	2,562	5,804	12,851	22,187
Other non-farm machinery	1,472	10,249	13,070	23,238	104,642	155,399
Tools	105	822	734	2,172	10,135	11,454
Autos, freight and passenger	1,016	4,190	939	12,720	31,702	69,540
Automobile parts	3,061	5,895	8,857	24,722	66,453	98,432
Other vehicles, chiefly iron	48	942	793	2,459	9,510	15,681
Engines and boilers	475	3,331	4,036	7,789	29,462	43,882
Cooking and heating apparatus	122	1,232	720	1,670	10,462	15,647
Iron products, other	1,072	4,255	4,631	15,944	43,851	61,558
Total	11,321	49,003	58,957	162,554	491,069	762,359
Non-Ferrous Metals and Products—						
Aluminium and products	283	1,324	1,740	4,899	14,693	17,183
Brass, copper, and products	230	1,045	795	3,170	9,454	13,121
Tin	139	110	4	2,258	6,109	6,820
Precious metals (except gold)	191	1,295	997	2,776	13,897	12,996
Clocks and watches	165	743	590	2,252	7,808	9,026
Electrical apparatus, n.o.p.	991	4,624	5,038	13,054	47,788	68,773
Non-ferrous products, other	588	1,784	1,911	9,987	20,532	33,008
Total	2,586	10,925	11,075	38,396	120,281	160,926
Non-Metallic Minerals, Products—						
Clay and products	457	1,511	2,085	7,660	17,825	24,059
Coal	2,731	9,434	11,561	35,826	120,354	138,950
Coal products	270	667	1,546	3,346	12,728	14,739
Glass and glassware	535	2,084	1,669	6,670	23,258	28,626
Petroleum, crude	1,323	8,621	11,753	40,972	89,471	127,459
Petroleum products, n.o.p.	752	3,123	6,724	14,635	34,272	79,735
Stone and products	332	933	1,114	6,880	14,676	18,357
Non-metallic products, other	349	1,455	1,162	5,733	20,027	20,273
Total	6,749	27,828	37,614	121,721	332,611	452,198
Chemicals and Allied Products—						
Acids	58	271	249	1,694	3,228	3,510
Cellulose products	141	501	416	1,719	6,554	5,457
Drugs and medicines	180	687	661	3,389	9,371	11,653
Dyeing and tanning materials	309	712	753	4,313	9,209	10,415
Fertilizers	408	399	522	3,873	4,561	6,585
Paints and varnishes	197	869	1,013	3,774	9,437	13,441
Inorganic chemicals, n.o.p.	565	930	1,078	7,908	12,564	13,787
Synthetic resins and products	105	1,465	1,202	980	14,519	16,304
Chemical products, other	422	1,977	2,685	7,556	23,431	31,933
Total	2,185	7,811	8,577	35,206	92,874	113,085
Miscellaneous Commodities—						
Films	97	136	234	1,318	2,418	2,828
Toys and sporting goods	136	598	365	2,446	4,885	7,639
Refrigerators and parts	7	494	509	1,080	5,201	12,134
Musical instruments	123	380	207	1,236	3,361	4,712
Scientific equipment	313	1,403	1,424	4,352	13,582	17,330
Aircraft and parts	39	597	730	2,883	9,448	12,284
Works of art	183	87	102	2,287	1,693	1,691
Canadian Tourists' purchases	608	807	229	8,715	9,125	15,870
Parcels of small value	392	2,272	1,239	4,428	14,460	24,529
Wax, mineral and vegetables	25	214	103	441	3,188	2,536
Miscellaneous consumer goods	397	1,406	631	5,251	14,694	14,009
Miscellaneous, other	445	1,429	2,403	9,133	17,337	23,848
Canadian goods returned	253	562	545	2,269	68,145	7,228
Non-commercial articles	276	1,323	1,212	3,801	14,173	15,414
Total	3,292	11,707	9,932	49,640	181,710	162,053

Limited Number of Automobiles And Parts May Be Imported

Dollar allotments provided on basis of imports from the "scheduled" countries during the twelve months ended October 31, 1947—Manufactures encouraged to increase value of their exports through provision of additional allotment for imports of parts and accessories.

AUTOMOBILES, automotive parts and accessories may be imported in limited numbers, in accordance with regulations issued this week affecting the conservation of Canadian foreign exchange. Each importer will be given a dollar allotment for automobiles, based on the number of passenger cars and trucks imported by him during the twelve months ended October 31, 1947, from the so-called "scheduled countries". These countries, which are not known to be short of dollars and to which payments must be made in dollars, are: Cuba, the Dominican Republic, Guatemala, Haiti, Panama, El Salvador, Switzerland, the Union of Soviet Socialist Republics, the United States (including Alaska, Hawaii, Guam, Puerto Rico and the Virgin Islands) and Venezuela. This dollar allotment is calculated by multiplying the number of units imported during the basic period by $230, which figure is estimated to be 75 per cent of the average foreign currency content of automobiles manufactured in this country.

The dollar allotments will apply to complete passenger cars with a seating capacity of ten persons or less, and to trucks having a manufacturer's gross vehicle weight rating of less than 16,501 pounds. Passenger buses and heavy trucks are not included, and applications for their importation will be considered individually on their respective merits.

Application forms may be obtained from collectors of customs in the larger centres of Canada or from the Capital Goods Emergency Import Control Division, Department of Reconstruction and Supply, Ottawa, with which all completed application forms should be filed. This division will also handle requests for permits required for imports from "non-scheduled" countries.

Provision for Automobile Parts and Accessories

Effective March 1, 1948, importers and manufacturers may obtain dollar allotments covering imports of automotive parts and accessories listed in tariff items 438b, 438c, 438d and 438e from the "scheduled" countries. These are based on a percentage ratio to the dollar value of parts and accessories imported by them from these countries during the twelve months ended October 31, 1947. Individual permits will be required for imports from "non-scheduled" countries, and will be issued within certain designated limits.

Manufacturers are encouraged to increase the value of their exports through provision of an additional dollar allotment for imports from the "scheduled" countries in direct ratio to the increase in their production for export.

No permit is required for casual imports, valued at $25 or less, or for any parts or accessories which are in continuous and uninterrupted transit to Canada on or before February 29. Provision is also made to exempt parts used for emergency repairs by travellers outside the country.

Imports between January 1 and February 29, 1948, will be chargeable against the total dollar allotment for 1948, which may not be used at a greater rate than 25 per cent per quarter on a cumulative basis. For example, if only 15 per cent of the allotment is used in the first quarter, it is permissible to use up to 35 per cent in the second quarter.

Importers of service and repair parts will receive a dollar allotment amounting to 75 per cent of the cost of their imports of similar products during the twelve months ending October 31, 1947.

Additional Allotment for Manufacturers

Manufacturers of passenger cars seating ten persons or less, and of trucks of less than 16,501 pounds will receive, in addition, an allotment based on the cost of imported parts used by them. This figure is estimated at an average of $307 per vehicle.

Using this average cost of imported parts, the allotments for 1948 are calculated by adding (*a*) the number of vehicles manufactured for domestic use during the basic period, multiplied by $230 (75 per cent of $307), and (*b*) the number of vehicles produced for export during the basic period, multiplied by $307.

Manufacturers may also use the whole or any part of the allotment to which they are entitled as importers of complete vehicles for the importation of parts for the manufacture of cars or trucks in Canada. In addition, each manufacturer will receive a further allotment equal to 55 per cent of the amount by which his exports during the year 1948 exceed 90 per cent of his exports during the basic period. It is estimated that the 55 per cent of additional returns from exports will amount to approximately twice the cost of imported parts in the average unit produced, and will thus provide an incentive to increase production for export.

Eggs for Newfoundland Must be Marked

St. John's, January 28, 1948.—(FTS)—Effective March 1, 1948, all eggs imported into Newfoundland must bear on the shell in indelible characters the name of the country of origin or the word "EMPIRE" or "FOREIGN". Eggs not clearly marked in this manner will be subject to forfeiture on and after that date. The regulation affecting the marking of eggs which has been in force for a number of years has been suspended by regulation each year since 1942, but the Newfoundland government have indicated that after the 29th day of February, suspension is withdrawn.

Faster Airmail Service to Far East

Hong Kong, January 15, 1948.—(FTS)—Letters forwarded from Canada via "Trans-Pacific Airmail" reach Hong Kong eight or nine days earlier than if they are despatched in the ordinary manner. Corresponding time savings are effected in the delivery of letters to Shanghai.

Correspondents, whether communicating with the Canadian Trade Commissioners in Hong Kong or Shanghai, or with firms in their respective territories, are urged, therefore, to indicate on the left-hand side of their airmail envelopes that the letters should be forwarded "Via Trans-Pacific Airmail".

Brazilian Economy Based Largely On Agricultural Production

Industry in Republic made noteworthy progress during wartime period, value in 1943 being about 15,700,000 cruzeiros—Country now largely self-sufficient in many products—Local transportation facilities inadequate, but merchant marine is fourth largest in Western Hemisphere.

By Trade Commissioner Service, Foreign Trade Service

(Editor's Note—This is the first of two articles prepared for *Foreign Trade* on Brazil. One cruzeiro equals $0.54 Canadian at current rate of exchange.)

THE United States of Brazil is the fourth largest country in the world, and extends from latitude 5° 16′ N. to latitude 33° 45′ S. and from longitude 35° W. to longitude 74° W. It includes more than 45 per cent of the entire South American continent, occupying an area of 3,286,176 square mile, only 409,000 square miles less than that of Canada.

Brazil extends about 2,700 miles from north to south and about the same distance from east to west. It has 4,000 miles of coast line. On its borders are the Guianas, Venezuela, Colombia, Peru, Bolivia, Paraguay, Argentina and Uruguay.

The principal geographic divisions are the Amazon Basin, Central Plateau and the Coastal Plain. Most of the plateau region, which comprises about one-half of Brazil, has an elevation of 600 to 3,000 feet. There are some mountains, but none exceed 10,000 feet in height. The Coastal Plain is a narrow strip along the Atlantic coast, varying in width up to about 100 miles.

Climate in General Equable

The greater part of Brazil, including the Amazon region, lies in the tropical zone. However, the extreme southern part, in the temperate zone, and the heavily populated State of São Paulo, on a plateau 2,000 feet above sea-level, have a mild climate.

Broadly speaking, there are no great extremes of temperature, the highest average annual temperature being about 82° F., and the lowest average temperature during the coldest month about 53° F. The average rainfall varies from approximately 120 inches per year, near the border of French Guiana, to practically none in the Sertao region of the northeast. In most parts of the country, rainfall is particularly heavy in the summer months; the winter months may be almost without rain. The northern territory, embracing about two-thirds of the country's area but only one-third of its population, is for the most part tropical and very humid.

The population of Brazil was estimated at 44,400,000 on January 1, 1944. More than half of this population is concentrated in the States of São Paulo, Minas, Geraes, Bahia and Rio Grande do Sul. São Paulo especially has increased its population at a phenomenal rate. About one-half of the population is of European stock, living mainly in the northeastern, eastern and southern areas. The racial composition is about 60 per cent white, largely Portuguese, with lesser immigration from Italy, Spain, Germany and, to a small extent, other European countries. The Negro population is most heavily concentrated in the northeastern coastal

Rio de Janeiro, as seen from the summit of Corcovado, and indicating the Sugar Loaf Mountain and entrance to the deep bay on which the city has been built.

Photo Courtesy Hess.

region. There are more than a quarter of a million Japanese, resident mainly in the State of São Paulo, and in the interior live large numbers of Indians, "Caboclos" (mixed white and Indian) and mulattoes.

Economy is Basically Agricultural

Although Brazilian industrial production increased greatly during the war years, when overseas sources of supply were cut off, the economy of the country is still basically agricultural, with coffee, cotton, rubber, cacao, sugar and rice as the principal crops. The total agricultural production of Brazil in 1944 was valued at approximately 16,000,000,000 cruzeiros. The principal agricultural states are Rio Grande do Sul, Santa Catarina, Parana, São Paulo, and Minas Geraes.

In industrialization Brazil closely rivals, if it does not yet surpass, Argentina, but the industries of both countries are still in a relatively early stage of development. Only about 14 per cent of Brazil's working population is engaged in industry.

Industrial production, greatly stimulated during the war years, has shown a noteworthy increase in the field of consumer goods, although the output of some capital goods, such as machine tools, motors, machinery, truck and bus bodies, has not been unimportant. The São Paulo industrial area accounts for almost 50 per cent of Brazil's industrial output, the Federal District (Rio de Janeiro) ranking next in importance, followed by the States of Rio Grande do Sul, Minas Geraes, Pernambuco, and Rio de Janeiro.

Industrial Production Widely Diversified

Industrial production in 1943 was valued at about 15,700,000,000 cruzeiros, the principal products in order of importance being textiles, shoes, other leather manufactures, beverages, paper and paper products, manufactures of iron and other metals, furniture, lard, butter and related products, tobacco, pharmaceutical specialties, and canned goods.

Brazil has become largely self-sufficient in textiles, cement, footwear, and tobacco products, and steady progress is being made in the working of metals and the manufacture of chemicals, pharmaceuticals and paper products. Other important products are containers, processed foods, ceramics and glass, perfume, cosmetics, silk, electric bulbs.

The Brazilian mining industry increased in value of production from 120,000,000 cruzeiros in 1931 to 1,711,000,000 cruzeiros in 1943, 46 per cent of the total production in 1943 being exported. The main products of the mining industry are: iron (ore, pig iron, steel, and alloys), quartz, crystal and mica, cement, marble and structural stone, diamonds, carbons and semi-precious stones, gold, coal, manganese, nickel, chrome, and tungsten ores. Brazil's Itabira iron ore mine is being developed for the export of 1,500 tons of high-grade ore annually in four or five years. The amount of coal mined in the country is insufficient to meet domestic requirements, substantial imports being necessary. Brazil also lacks such minerals as silver, phosphates, copper, lead and zinc, and little progress has been made in the development of petroleum resources reported to exist in the northern part of the country.

Transportation Facilities Inadequate

Industrial development in Brazil has been badly handicapped by the lack of adequate transportation facilities between different parts of the country. The 3,600-mile-long Amazon River, with its hundreds of tributaries, is navigable by small ocean-going steamers to Manaos, an important shipping point for Brazil's rubber, some 1,200 miles from the coast; smaller boats go to Iquitos, Peru, about 2,000 miles from Belem, at the Amazon's mouth. Travel by water is slow, however, the trip from Rio to Manaos taking twenty-two days by steamer. Many more river craft must be acquired to make full use of Brazil's estimated 23,600 miles of inland waterways, on most of which only very shallow-draught boats can be used, and even with these low water may interrupt traffic entirely. Brazil's coastal cities are served mainly by steamers, and the Brazilian merchant marine is the fourth largest in the Western Hemisphere, exceeded in Latin America only by Panama. However, as with the boats operating on inland waterways, much additional tonnage of coastal craft is badly needed.

Brazil is fortunate in having a number of excellent ocean ports, but present port facilities, especially in Rio de Janeiro and in Santos (the port of São Paulo) are somewhat inadequate.

Civil Aviation Shows Noteworthy Development

In recent years there has been extensive development of civil aviation, which now handles most of the first-class passenger traffic of the country. Practically all Brazil's important coastal and inland cities are now connected by national air lines, and foreign service is provided by the airlines of the United States and other overseas countries, as well as by other Latin American air services.

The railway lines in Brazil serve in general the coastal area and, except in the south, are mostly disconnected units, terminating at seaports. Some 22,000 miles are now in operation.

Brazil's all-weather highways are mostly limited to the areas surrounding the larger cities, although the linking of important cities along the coast is now under way.

Bank of Brazil Controls Exchange

The Brazilian monetary unit is the cruzeiro (CR$), divided into 100 centavos (cents), the smallest coin being 10 centavos. The cruzeiro is at present equivalent to approximately 5½ cents Canadian. The monetary unit was formerly the milreis, made up of 1,000 reis. It had the same value as the cruzeiro, and the terms "milreis" and "reis" are still often used.

Complete control over all foreign exchange transactions is exercised by the Bank of Brazil, which performs this function as the agent of the Control Office of Currency and Credit. Under existing regulations, banking establishments must sell to the Bank of Brazil 30 per cent of their purchases of free currencies. After providing for the requirements of the government, the Bank of Brazil will provide cover in foreign exchange in accordance with the following priorities:

1. Importation of essential products and those of national interest. A list of such products has been published, and a copy may be obtained from the Foreign Trade Service of the Department of Trade and Commerce, Ottawa.

Canadian Geographical Society Map.

2. Payment of royalties, interest and earnings and repatriation of capital within the limits specified by a recent law giving certain guarantees to encourage foreign capital.

3. Travelling expenses and living expenses abroad, and the transfer of earnings from the sale of transportation.

4. Merchandise not on essential list (No. 1 above).

5. Donations, etc., and transfer of capital or earnings in excess of the limits mentioned in No. 2 above.

Private Banks Must Apportion Exchange

Other banking establishments also must follow this order of priority, and may, with previous approval, determine fixed percentages for the apportioning of their available exchange among the foregoing five categories.

Importers may apply for previous exchange authorization respecting goods not clearly specified in the essential list (Item 1 above). If granted, such authorization assures inclusion in the first priority category, but only for the actual shipment or shipments covered by the authorization.

The Bank of Brazil's buying rate for United States dollars is 18·38 cruzeiros, and the selling rate is 18·72 cruzeiros. These rates apply to all legitimate exchange transactions and are not subject to any exchange tax at present (October, 1947). However, the Finance and Budget Committee of the Chamber of Deputies has recently approved a resolution for the reinstatement of the 5 per cent tax on remittances, which was in force for a number of years and was finally abolished in 1946, after having been reduced by 3 per cent. In accordance with the present proposal, the tax would be payable on all transfers of funds in payment for imports, freight and other charges, for the maintenance of persons living abroad, and for all other purposes, with the following exceptions: remittances for the service of public debt, whether federal, state or municipal; remittances for the repatriation of foreign capital invested in Brazil; payments for essential foodstuffs, as well as for fuel and lubricants; remittances made by foreign diplomatic missions and consulates; duly authorized transactions between banks.

Banking System Extensive

There were in Brazil in 1944, 214 national banks, operating some 1,500 branches, and 9 foreign banks with 36 branches. The Banco do Brazil (Bank of Brazil) is the country's most important banking institution, the Brazilian Government holding the controlling interest in its shares. It functions as the country's central bank, administering foreign exchange control, acting as fiscal agent, and handling governmental or quasi-governmental loan business. The Bank of Brazil and its 248 branches also engage in all regular commercial banking activities. It holds about 50 per cent of the country's total banking assets, extends almost half of all bank loans, and receives about 35 per cent of all bank deposits. The Control Office of Currency and Credit, recently established, is a first step towards the creation of a central bank to absorb all the central banking operations of the Bank of Brazil.

The Royal Bank of Canada has branches in Rio, São Paulo, Santos and Recife.

There were in Brazil in 1943, 97 insurance companies, of which 71 were Brazilian, 19 British, 3 French, 2 American, 1 Argentine, and 1 Swiss. Four of the Brazilian companies write only life insurance. Fire, marine, transport, personal accident and other types of insurance are written by both

the domestic and foreign companies, although accident insurance is handled entirely by Brazilian companies. The largest Brazilian insurance company is the Allianca da Bahia of Rio de Janeiro, whose capital and reserve total 74,617,035 cruzeiros.

Since 1937 no company may by law engage in the insurance business in Brazil, unless it is entirely owned by Brazilian citizens. Although new foreign companies are not permitted to enter this field since that date, foreign companies already operating in Brazil prior to 1937 have been allowed to continue.

No Canadian insurance companies operate in Brazil.

The official system of weights and measures in Brazil is the metric system. However, colonial units of measure are still used to some extent in the interior.

Demand in Mexico for Cooking Stoves and Ranges Increasing

Minimum yearly market for 50,000 liquid fuel stoves, 20,000 gas stoves and ranges as well as from 1,000 to 1,500 coal and wood stoves available to foreign producers—Use of electric stoves increasing—Imported models preferred by Mexicans.

By C. B. Smith, Office of the Commercial Counsellor, Canadian Embassy

MEXICO CITY, January 2, 1948.—The demand in Mexico for modern cooking facilities in the direct result of a general rise in the standard of living, and an increase in the population. The foreign manufacturer will continue to enjoy the greater share of the market until the quality and competitive price of the Mexican product improves. The trade maintains the opinion that if cooking stoves and ranges, including the necessary fuel and installation equipment were made available, a minimum yearly market for 50,000 liquid fuel stoves as well as 20,000 gas stoves and ranges could be safely anticipated by producers abroad. From 1,000 to 1,500 coal and wood stoves and ranges also would find a market here. When sufficient electric power becomes available, a substantial number of electric stoves, far in excess of present consumption, will be absorbed, in the opinion of the trade.

Electric stoves, of all types, were imported to the number of 62,907 in 1938. This number decreased to 5,339 in 1943, obviously because of wartime restrictions, and rose again to 35,648 in 1945. Non-electric stoves and heaters of all types were imported during 1938 to the number of 707,745. Imports fell in 1943 to 618,041 units and increased during 1945 to 1,201,777 units. All kinds of ovens, adapted for the consumption of inflammable liquids or gases, were imported to the number of 13,235 units in 1938; 9,038 units in 1943; and 1,890,803 units in 1945. The United States now supply nearly the whole of the market, in which Germany was prominent before the war.

Mexicans Prefer Imported Liquid Fuel Stoves

Between 110,000 and 130,000 liquid fuel stoves and ranges are now bought annually by Mexicans. The Mexican production of these stoves and ranges is varying between 75,000 and 100,000 units annually, a decline of approximately 50 per cent from the level of 1944. The decline in the

manufacture of liquid fuel ranges and stoves has been caused by a shortage of fuel (mostly kerosene) especially in provincial areas remote from the oil fields, and more particularly by the availability of imported products of superior manufacture. The bulk of domestic production consists of two- or three-burner table stoves, which are made by eight principal manufacturers, seven in Mexico City and one in the frontier city of Monterrey. Kerosene stoves of Mexican manufacture are sold at an average of five United States dollars for the two-burner model and eight United States dollars for the three-burner model. Mexican manufacturers of liquid fuel stoves have been shipping about 1,000 units every month to other Latin American countries, notably Venezuela.

Gas stoves and hot plates are being made in Mexico at the rate of about 8,000 units each year, as compared with an estimated 5,000 units in 1944. These are manufactured by four main companies, three of which have plants in the Federal District. Approximately 90 per cent of the production in this field consists of small stoves for use in city apartments. A scarcity of materials recently has forced manufacturers to curtail the production of larger gas stoves and ranges, and many parts, notably burners, thermostats and valves are imported.

The Mexican public is buying about 21,000 gas stoves, ranges and hot plates each year. These units, if Mexican made, are priced at between U.S.$75 and U.S.$82 wholesale, for a four-burner gas stove with oven and thermostat, and they retail at approximately U.S.$120. An imported stove of the same type costs about the same as the wholesale price of the Mexican product, but it brings a higher retail price, ranging from U.S.$140 to U.S.$152. In expressing their willingness to pay more for the imported stove, consumers generally point to the superior enamel and finish of the foreign product.

Gas stoves sold in Mexico must have burners adjusted for bottled grams, at U.S.$0.09 per kilogram. About 80 per cent of the bottled gas consumed in the country is imported.

Use of Coal and Wood Decreasing

Coal and wood ranges and stoves are becoming obsolete, and their production does not exceed 1,500 units annually. Some 2,500 of these units, however, are bought each year in Mexico. Charcoal-burning braziers were used in most Mexican homes, for cooking purposes, until about five years ago. These were scrapped in large numbers during 1942, when a government program for conserving wood, and a growing scarcity of charcoal, created the market for the table-type kerosene cooking stove, with two or three burners.

Electric stoves and ranges are not as yet produced in Mexico, although the manufacture of electric hot plates has started on a small scale. The demand for electric stoves and ranges is dependent on electric power available, but existing power shortages may be expected to be overcome within the next few years. At present, electricity is twice as expensive as gas for purposes of heating.

The importer should advise what markings are required on goods, packages and packing cases. The name of the country of origin should be indicated clearly on merchandise, and often on the packing, in manner specified by the regulations of the country of destination. *(See our ABC of Canadian Export Trade, page 19.)*

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, with a view to establishing connections that will assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.
Edmonton—Can. Manufacturers' Association.
Gananoque—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Renfrew—Board of Trade.
Saint John—Board of Trade.
Toronto—Can. Manufacturers' Association.
Vancouver—H. W. Brighton, Foreign Trade Service, Room 331, Marine Building.
Victoria—Dept. of Trade and Industry.
Windsor—Chamber of Commerce.
Winnipeg—Can. Manufacturers' Association.

W. G. Stark, former Commercial Secretary, Canadian Embassy, Lima, Peru, is at present making a tour of Canada. During the course of the next few months he will discuss trade of Peru and Ecuador with businessmen across the country.

W. G. Stark

(Former Commercial Secretary, Canadian Embassy, Lima)

Montreal—February 16-March 3.
Pembroke—March 4.
Renfrew—March 5.
Ottawa—March 8-11.

Procedure for Mailing Catalogues to the Belgian Congo

The attention of Canadian exporters is drawn to the fact that when sending catalogues, price lists, leaflets serving as catalogues, etc., to the Belgian Congo, the package should be marked as containing catalogues and price lists, and not advertising matter. Catalogues and price lists enter the Belgian Congo free of duty, but advertising matter is dutiable at 18 per cent. Folders which are really intended to serve the purpose of catalogues are sometimes classified as advertising matter by the Customs authorities, unless they carry some indication that they are illustrated price lists. As the distinction may be somewhat hazy in certain cases, the fact that the parcel is marked "Catalogues" may help the official to come to the right conclusion.

It should also be borne in mind that when sending a single or several large catalogues to an agent or prospective customer, Canadian exporters should mail such matter simply as "Printed Matter—Catalogues", rather than as a parcel post shipment. Printed matter is usually delivered directly to the consignee without further charges, whereas for a parcel post shipment there is a post office customs fee of 5 francs, a statistical charge of 50 centimes, and the possibility of duty. Moreover, there is the delay and inconvenience of clearing such a parcel through customs to be considered.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

*Sails from Saint John about three days earlier.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Laurenço Marques...	February 15–20	*Pictou County*	March Shipping
Laurenço Marques...	March 15–20	*Digby County*	March Shipping
Africa-South—			
Cape Town.....	February 15–20	*Pictou County*	March Shipping
Port Elizabeth.....			
East London.....	March 15–20	*Digby County*	March Shipping
Durban.....			
Africa-West—			
Matadi.....	February 15–20	*Pictou County*	March Shipping
Dakar.....	February 13–15	*Turckheim*	Furness Withy
Doula.....			
Point Noir.....			
Algeria—			
Oran.....	February 24	*Marchdale*	Montreal Shipping
Argentina—			
Buenos Aires.....	February 10–15	*Javanese Prince*	Furness Withy
Buenos Aires.....	March 18–20	*Royal Prince*	Furness Withy
Belgium—			
Antwerp.....	March 23–27	*Mortain*	Furness Withy
Antwerp.....	March 29–30	**Beckenham*	Cunard Donaldson
Brazil—			
Rio de Janeiro.....	February 10–15	*Javanese Prince*	Furness Withy
Santos.....	March 18–22	*Royal Prince*	Furness Withy
Ceylon—			
Colombo.....	February 23	*Seaside*	March Shipping
Colombo.....	March 20	*Rockside*	March Shipping
China—			
Shanghai.....	February 28	*Orestes*	Cunard Donaldson
Shanghai.....	March 7	*St. Thomas*	March Shipping
Shanghai.....	March 20	*Rockside*	March Shipping

Departures from Halifax—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago	February 20–22	*Dufferin Bell*	Pickford and Black
Denmark—			
Copenhagen	February 20	*Paraguay*	Pickford and Black
Copenhagen	March 4–11	*Vasaholm*	Swedish American
Egypt—			
Port Said	February 16–19	*Borneo*	Cunard Donaldson
Suez	March 8–10	*Bantam*	Cunard Donaldson
Alexandria	February 23	*Seaside*	March Shipping
Finland—			
Helsinki	March 4–11	*Vasaholm*	Swedish American
France—			
Le Havre	March 22	*Mortain*	Furness Withy
Germany—			
Hamburg	March 29–30	**Beckenham*	Cunard Donaldson
Gibraltar	March 10	*Liguria*	Montreal Shipping
Greece—			
Piraeus	February 24	*Marchdale*	Montreal Shipping
Hong Kong	February 23	*Seaside*	March Shipping
	February 28	*Orestes*	Cunard Donaldson
	March 7	*St. Thomas*	March Shipping
	March 20	*Rockside*	March Shipping
Iceland—			
Reykjavik	February 10–15	*Trueknot*	F. K. Warren
India and Pakistan—			
Bombay	February 23	*Seaside*	March Shipping
Madras	March 20	*Rockside*	March Shipping
Calcutta	March 20	*Rockside*	March Shipping
Italy—			
Genoa	March 10	*Liguria*	Montreal Shipping
Naples	February 20	*Mont Gaspe*	Montreal Shipping
Malayan Union—			
Penang	February 16–19	*Borneo*	Cunard Donaldson
	February 20–23	*Allegheny Victory*	Pickford and Black
Port Swettenham	March 8–10	*Bantam*	Cunard Donaldson
Mediterranean—			
Central and Western Areas	February 24	*Marchdale*	Montreal Shipping
	March 10	*Liguria*	Montreal Shipping
	March 20	*Mont Gaspe*	Montreal Shipping
Morocco—			
Casablanca	February 24	*Marchdale*	Montreal Shipping
Netherlands—			
Amsterdam	March 29–30	**Beckenham*	Cunard Donaldson
Rotterdam			
Netherland east Indies—			
Batavia	February 16–19	*Borneo*	Cunard Donaldson
Cheribon			
Samarang	March 8–10	*Bantam*	Cunard Donaldson
Soerabaya			
Batavia	February 20–23	*Allegheny Victory*	Pickford and Black
Newfoundland—			
St. John's	February 17–20	*Island Connector*	Newfoundland Canada
St. John's	February 19–21	*Mayhaven*	Shaw Steamships
St. John's	February 24	*North Pioneer*	Clarke Steamships

Departures from Halifax—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland —Con.			
St. John's	February 26–29	*Island Connector*	Newfoundland Canada
St. John's	Feb. 26–Mar. 1	*Newfoundland* (r)	Furness Withy
St. John's	Feb. 26–Mar. 1	*Fort Townshend* (r)	Furness Withy
St. John's	March 1	*Blue Peter II* (r)	Montreal Shipping
St. John's	March 6	*North Pioneer*	Clarke Steamships
St. John's	March 6–9	*Island Connector*	Newfoundland Canada
St. John's	March 17	*North Pioneer*	Clarke Steamships
Norway—			
Oslo, Stavanger, Bergen	March 4–11	*Vasaholm*	Swedish American
Philippines—			
Manila	February 28	*Orestes*	Cunard Donaldson
Poland—			
Gdansk	March 4–11	*Vasaholm*	Swedish American
Portugal—			
Lisbon	March 10	*Liguria*	Montreal Shipping
Lisbon	March 20	*Mont Gaspe*	Montreal Shipping
St. Pierre et Miquelon—	February 19–22	*Mayhaven*	Shaw Steamships
Siam—			
Bangkok	March 8–10	*Bantam*	Cunard Donaldson
Singapore	February 16–19	*Borneo*	Cunard Donaldson
	February 20–23	*Allegheny Victory*	Pickford and Black
	February 23	*Seaside*	March Shipping
	March 8–10	*Bantam*	Cunard Donaldson
	March 20	*Rockside*	March Shipping
Sweden—			
Gothenburg, Malmo, Norrkoping, Stockholm	March 4–11	*Vasaholm*	Swedish American
Trieste	February 24	*Marchdale*	Montreal Shipping
Tunisia—			
Tunis	February 24	*Marchdale*	Montreal Shipping
United Kingdom—			
Avonmouth	March 6–10	*Montreal City*	Furness Withy
Liverpool	Feb. 24–Mar. 4	*Valacia* (r)	Cunard Donaldson
Liverpool	Feb. 26–Mar. 1	*Newfoundland* (r)	Furness Withy
Liverpool	March 10	**Empress of Canada* (r)	Canadian Pacific
Liverpool	March 12	*Ascania* (r)	Cunard Donaldson
Liverpool	April 7	**Empress of Canada* (r)	Canadian Pacific
Liverpool	April 16	*Ascania* (r)	Cunard Donaldson
Manchester	February 16–23	*Mathilda*	Pickford and Black
Southampton	February 16	*Aquitania*	Cunard Donaldson
Southampton	March 5	*Aquitania*	Cunard Donaldson
Southampton	March 24	*Aquitania*	Cunard Donaldson
Swansea	March 6–10	*Montreal City*	Furness Withy
Uruguay—			
Montevideo	February 10–15	*Javanese Prince*	Furness Withy
Montevideo	March 18–22	*Royal Prince*	Furness Withy
West Indies—			
Antigua	February 18	**Lady Nelson* (r)	Canadian National
Antigua	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
Antigua	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
Antigua	March 6–15	*Alcoa Polaris*	Alcoa Steamships
Antigua	March 10–18	*Canadian Constructor* (r)	Canadian National
Antigua	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National

Departures from Halifax—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Bahamas	February 10–19	*Canadian Cruiser* (r)	Canadian National
Bahamas	March 1–4	*Canadian Challenger* (r)	Canadian National
Bahamas	March 12–17	*Canadian Victor*	Canadian National
Bahamas	Mar. 25–Apr. 2	*Canadian Cruiser* (r)	Canadian National
Barbados	February 18	**Lady Nelson* (r)	Canadian National
Barbados	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
Barbados	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
Barbados	March 6–15	*Alcoa Polaris*	Alcoa Steamships
Barbados	March 10–18	*Canadian Constructor* (r)	Canadian National
Barbados	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
Bermuda	February 18	**Lady Nelson* (r)	Canadian National
Bermuda	February 16–19	*Fort Amherst* (r)	Furness Withy
Bermuda	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
Bermuda	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
Bermuda	March 6–15	*Alcoa Polaris*	Alcoa Steamships
Bermuda	March 10–18	*Canadian Constructor* (r)	Canadian National
Bermuda	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
British Guiana	February 18	**Lady Nelson* (r)	Canadian National
British Guiana	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
British Guiana	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
British Guiana	March 6–15	*Alcoa Polaris*	Canadian National
British Guiana	March 10–18	*Canadian Constructor* (r)	Canadian National
British Guiana	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
Dominica	February 18	**Lady Nelson* (r)	Canadian National
Dominica	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
Dominica	March 10–18	*Canadian Constructor* (r)	Canadian National
Dominica	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
Grenada	February 18	**Lady Nelson* (r)	Canadian National
Grenada	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
Grenada	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
Grenada	March 6–15	*Alcoa Polaris*	Alcoa Steamships
Grenada	March 10–18	*Canadian Constructor* (r)	Canadian National
Grenada	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
Jamaica	February 10–19	*Canadian Cruiser* (r)	Canadian National
Jamaica	March 1–4	*Canadian Challenger* (r)	Canadian National
Jamaica	March 12–17	*Canadian Victor*	Canadian National
Jamaica	Mar. 25–Apr. 2	*Canadian Cruiser* (r)	Canadian National
Montserrat	February 18	**Lady Nelson* (r)	Canadian National
Montserrat	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
Montserrat	March 10–18	*Canadian Constructor* (r)	Canadian National
Montserrat	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
St. Kitts	February 18	**Lady Nelson* (r)	Canadian National
St. Kitts	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
St. Kitts	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
St. Kitts	March 6–15	*Alcoa Polaris*	Alcoa Steamships
St. Kitts	March 10–18	*Canadian Constructor* (r)	Canadian National
St. Kitts	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
St. Lucia	February 18	**Lady Nelson* (r)	Canadian National
St. Lucia	Feb. 21-Mar. 1	*Alcoa Planter*	Alcoa Steamships
St. Lucia	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
St. Lucia	March 6–15	*Alcoa Polaris*	Alcoa Steamships
St. Lucia	March 10–18	*Canadian Constructor* (r)	Canadian National
St. Lucia	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
St. Vincent	February 18	**Lady Nelson* (r)	Canadian National
St. Vincent	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
St. Vincent	Feb. 27–Mar. 5	**Lady Rodney* (r)	Canadian National
St. Vincent	March 6–15	*Alcoa Polaris*	Alcoa Steamships
St. Vincent	March 10–18	*Canadian Constructor* (r)	Canadian National
St. Vincent	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National
Trinidad	February 18	**Lady Nelson* (r)	Canadian National
Trinidad	Feb. 21–Mar. 1	*Alcoa Planter*	Alcoa Steamships
Trinidad	Feb. 27–Mar 5	**Lady Rodney* (r)	Canadian National
Trinidad	March 6–15	*Alcao Polaris*	Alcoa Steamships
Trinidad	March 10–18	*Canadian Constructor* (r)	Canadian National
Trinidad	Mar. 26–Apr. 4	**Lady Nelson* (r)	Canadian National

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa East—			
Lourenço Marques...	February 15–25	*Cabano*	Elder Dempster
	March 1–10	*Cargill*	Elder Dempster
	March 15–25	*Cottrell*	Elder Dempster
Africa South—			
Cape Town.....	February 15–25	*Cabano*	Elder Dempster
Port Elizabeth.....	March 1–10	*Cargill*	Elder Dempster
East London.....	March 15–25	*Cottrell*	Elder Dempster
Durban.....			
Australia—			
Sydney.....	Feb. 21–Mar. 1	*City of Portsmouth*	Montreal Australia
Melbourne.....			New Zealand Line
Belgium—			
Antwerp.....	February 10–17	*Kent County*	Canada Steamships
Antwerp.....	February 26	*Mont Sandra*	Montreal Shipping
Antwerp.....	February 28	*Hedel*	Shipping Limited
Antwerp.....	March 7	*Brant County*	Canada Steamships
Antwerp.....	March 8	*Mont Alta*	Montreal Shipping
Antwerp.....	March 10	*Marchcape*	Montreal Shipping
Antwerp.....	March 14	*Beaverbrae*	Canadian Pacific
Antwerp.....	March 15	*Prins Frederik Hendrik*	Shipping Limited
Antwerp.....	March 31	*Mont Rolland*	Montreal Shipping
China—			
Shanghai.....	February 25–29	*City of Swansea*	McLean Kennedy
Shanghai.....	March 25	*City of Lucknow*	McLean Kennedy
Ceylon—			
Colombo.....	March 10	*City of Lichfield*	McLean Kennedy
Colombia—			
Barranquilla.....	February 19–24	*Shakespeare Park* (r)	Saguenay Terminals
Barranquilla.....	March 16–20	*Apollo* (r)	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo.....	February 19–24	*Shakespeare Park* (r)	Saguenay Terminals
Cuidad Trujillo.....	March 16–20	*Apollo* (r)	Saguenay Terminals
Eire—			
Dublin.....	February 18–22	*Lord O'Neill*	McLean Kennedy
Dublin.....	March 11–16	*Lord Glentoran*	McLean Kennedy
Dublin.....	March 6	*Irish Larch*	Shipping Limited
Cork.....			
France—			
Le Havre.....	February 17	*Kent County*	Canada Steamships
Le Havre.....	February 26	*Mont Sandra*	Montreal Shipping
Le Havre.....	March 7	*Brant County*	Canada Steamships
Le Havre.....	March 8	*Marchcape*	Montreal Shipping
Le Havre.....	March 22	*Mont Sorrel*	Montreal Shipping
Germany—			
Hamburg.....	February 26	*Mont Sandra*	Montreal Shipping
Hamburg.....	March 10	*Marchcape*	Montreal Shipping
Hamburg.....	March 31	*Mont Rolland*	Montreal Shipping
Haiti—			
Port au Prince.....	February 19–24	*Shakespeare Park* (r)	Saguenay Terminals
Port au Prince.....	March 16–20	*Apollo* (r)	Saguenay Terminals
Hong Kong.....	February 25–29	*City of Swansea*	McLean Kennedy
	March 25	*City of Lucknow*	McLean Kennedy
India and Pakistan—			
Karachi.....	March 10	*City of Lichfield*	McLean Kennedy
Bombay.....			
Calcutta.....			
Madras.....			

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Mexico—			
Veracruz	March 1	*Federal Pioneer*	McLean Kennedy
Netherlands—			
Rotterdam	February 10–17	*Kent County*	Canada Steamships
Rotterdam	February 26	*Mont Sandra*	Montreal Shipping
Rotterdam	February 28	*Hedel*	Shipping Limited
Rotterdam	March 7	*Brant County*	Canada Steamships
Rotterdam	March 8	*Mont Alta*	Montreal Shipping
Rotterdam	March 15	*Prins Frederik Hendrik*	Shipping Limited
Rotterdam	March 22	*Mont Sorrel*	Montreal Shipping
Rotterdam	March 31	*Mont Rolland*	Montreal Shipping
Netherlands West Indies—			
Curaçao	February 19–24	*Shakespeare Park* (r)	Saguenay Terminals
Curaçao	March 16–20	*Apollo* (r)	Saguenay Terminals
New Zealand—			
Auckland Wellington Lyttelton Dunedin	Feb. 21–Mar. 1	*City of Portsmouth*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	February 18–22	*Lord O'Neill*	McLean Kennedy
Belfast	March 11-16	*Lord Glentoran*	McLean Kennedy
Philippines—			
Manila	February 25–29	*City of Swansea*	McLean Kennedy
Manila	March 25	*City of Lucknow*	McLean Kennedy
United Kingdom—			
Avonmouth	February 12–17	*Moveria*	Cunard Donaldson
Avonmouth	February 14–21	*Delilian*	Cunard Donaldson
Avonmouth	Feb. 26–Mar. 5	*Carmia*	Cunard Donaldson
Avonmouth	March 2–8	*Salacia*	Cunard Donaldson
Avonmouth	Mar. 27–Apr. 3	*Norwegian*	Cunard Donaldson
Glasgow	Feb. 26–Mar. 5	*Dorelian* (r)	Cunard Donaldson
Glasgow	March 13–20	*Moveria*	Cunard Donaldson
Glasgow	April 6–13	*Delilian*	Cunard Donaldson
Glasgow	April 9–16	*Carmia*	Cunard Donaldson
Hull	February 14–20	*Marengo* (r)	McLean Kennedy
Leith	February 11–17	*Cairnesk* (r)	Furness Withy
Liverpool	Feb. 29–Mar. 7	*Arabia* (r)	Cunard Donaldson
Liverpool	March 3–8	*Empress of Canada* (r)	Canadian Pacific
Liverpool	April 7	*Empress of Canada* (r)	Canadian Pacific
London	February 20	*Beavercove* (r)	Canadian Pacific
London	March 2–9	*Port Melbourne* (r)	Cunard Donaldson
London	March 3–9	*Beaverdell* (r)	Canadian Pacific
London	March 18	*Beaverlake* (r)	Canadian Pacific
Manchester	February 16–21	*Manchester Trader* (r)	Furness Withy
Manchester	March 1–6	*Manchester Shipper* (r)	Furness Withy
Manchester	March 8–13	*Manchester Commerce* (r)	Furness Withy
Newcastle	February 11–17	*Cairnesk* (r)	Furness Withy
West Indies—			
British Guiana	February 19–24	*Shakespeare Park* (r)	Saguenay Terminals
Venezuela—			
La Guaira	February 19–24	*Shakespeare Park* (r)	Saguenay Terminals
La Guaira	March 16–20	*Apollo* (r)	Saguenay Terminals

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

*Calls at Halifax about two days later.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques...	March	*Silversandal*	Dingwall Cotts
Africa-South—			
Cape Town, Port Elizabeth, East London, Durban	March	*Silversandal*	Dingwall Cotts
Argentina—			
Buenos Aires	February 22	*Clearwater Victory*	Balfour Guthrie
Buenos Aires	March	*Siranger*	Empire Shipping
Australia—			
Melbourne, Sydney	February 26	*Wairata*	Canadian Australasian
Melbourne, Sydney	April 18	*Waitemata*	Canadian Australasian
Sydney	April 1	*Waitomo*	Canadian Australasian
Sydney, Hobart	March 24	*Wairuna*	Canadian Australasian
Brisbane, Sydney	February 26	*Mattawunga*	Empire Shipping
Melbourne, Adelaide	February 28	*Mongabarra*	Empire Shipping
Sydney, Melbourne, Adelaide	March	*Mirrabooka*	Empire Shipping
Belgium—			
Antwerp	February 19	*Succia*	Gardner Johnson
Antwerp	February 25	*Argentan*	Empire Shipping
Antwerp	March 1	*Argentina*	Gardner Johnson
Antwerp	March 12	*Panama*	Gardner Johnson
Antwerp	March 22	*Seattle*	Gardner Johnson
Antwerp	April 25	*Paraguay*	Gardner Johnson
Brazil—			
Rio de Janeiro, Santos	February 22	*Clearwater Victory*	Balfour Guthrie
Burma—			
Rangoon	February 24–25	*India Mail*	American Mail Line
Rangoon	March	*Silvergrass*	Dingwall Cotts
Rangoon	March 23–24	*Washington Mail*	American Mail Line
Rangoon	April 23–24	*Oregon Mail*	American Mail Line
Canal Zone—			
Balboa	February 25	*Santa Adela* (r)	Gardner Johnson
Balboa	March 9	*Anchor Hitch* (r)	Gardner Johnson
Balboa	March 19	*Santa Juana* (r)	Gardner Johnson
Balboa	March 31	*Coastal Adventurer* (r)	Gardner Johnson
Ceylon—			
Colombo	February 18	*Tosari*	Dingwall Cotts
Colombo	February 24–25	*India Mail*	American Mail Line
Colombo	March 18	*Lombok*	Dingwall Cotts
Colombo	March 23–24	*Washington Mail* (r)	American Mail Line
Colombo	April 23–24	*Oregon Mail*	American Mail Line
Chile—			
Arica, Antofagasta	February 25	*Santa Adela* (r)	Gardner Johnson
Valparaiso	February 19	*Santa Juana* (r)	Gardner Johnson
Valparaiso	March	*Siranger*	Empire Shipping

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai	February 5–19	*Lake Minnewanka*	Anglo Canadian
Shanghai	Feb. 16–Mar. 1	*Lake Sicamous*	Anglo Canadian
Shanghai	Feb. 16–Mar. 2	*Lake Winnipeg*	Empire Shipping
Shanghai	March 1–2	*Island Mail* (r)	American Mail Line
Shanghai	April 1–2	*Java Mail*	American Mail Line
Shanghai	March 6	*Kookaburra*	Empire Shipping
Taku Bar	March 12–13	*China Mail* (r)	American Mail Line
	April 13–14	*Canada Mail*	American Mail Line
Colombia—			
Buenaventura	February 25	*Santa Adela* (r)	Gardner Johnson
Buenaventura	March 19	*Santa Juana* (r)	Gardner Johnson
Cook Islands—			
Raratonga	April 1	*Waitomo*	Canadian Australasian
Costa Rica—			
Puntarenas	March 9	*Anchor Hitch* (r)	Gardner Johnson
Ecuador—			
Guayaquil	February 25	*Santa Adela* (r)	Gardner Johnson
Guayaquil	March 19	*Santa Juana* (r)	Gardner Johnson
Egypt—			
Alexandria	February 2–17	*Lake Canim*	Canada Shipping
Fiji Islands—			
Lautoka	March 18	*Wairata*	Canadian Australasian
Lautoka	March 24	*Wairuna*	Canadian Australasian
Suva	March 18	*Wairata*	Canadian Australasian
France—			
Le Havre	February 25	*Argentan*	Empire Shipping
Greece—			
Piraeus	February 2–17	*Lake Canim*	Canada Shipping
Piraeus	February 6–21	*Lake Chilliwack*	Canada Shipping
Piraeus	March	*John B. Hamilton*	Empire Shipping
Guatemala—			
Champerico	March 9	*Anchor Hitch* (r)	Gardner Johnson
San Jose			
San Jose	March 31	*Coastal Adventurer* (r)	Gardner Johnson
Honduras—			
Amapala	March 9	*Anchor Hitch* (r)	Gardner Johnson
Amapala	March 31	*Coastal Adventurer*	Gardner Johnson
Hong Kong	March	*Andaman*	Gardner Johnson
	March 1–2	*Island Mail* (r)	American Mail Line
	March 12–13	*China Mail* (r)	American Mail Line
	March 14	*Castleville*	Balfour Guthrie
	April 1–2	*Java Mail*	American Mail Line
	April 13–14	*Canada Mail*	American Mail Line
	April 14	*Francisville*	Balfour Guthrie
India and Pakistan—			
Bombay	March 18	*Lombok*	Dingwall Cotts
Calcutta			
Bombay	February 18	*Tosari*	Dingwall Cotts
Karachi			
Madras	February 24–25	*India Mail*	American Mail Line
	March	*Silverguava*	Dingwall Cotts
Calcutta	March 23–24	*Washington Mail* (r)	American Mail Line
	April 23–24	*Oregon Mail*	American Mail Line
Italy—			
Genoa	February 6–21	*Lake Chilliwack*	Anglo Canadian
Genoa	March	*John B. Hamilton*	Empire Shipping

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Japan—			
Yokohama	February 24–25	*India Mail*	American Mail Line
Yokohama	March 1–2	*Island Mail* (r)	American Mail Line
Yokohama	March 12–13	*China Mail* (r)	American Mail Line
Yokohama	March 23–24	*Washington Mail* (r)	American Mail Line
Yokohama	April 1–2	*Java Mail*	American Mail Line
Yokohama	April 13–14	*Canada Mail*	American Mail Line
Yokohama	April 23–24	*Oregon Mail*	American Mail Line
Keelung	Feb. 16–Mar. 2	*Lake Winnipeg*	Empire Shipping
Malayan Union—			
Penang	February 18	*Tosari*	Dingwall Cotts
Port Swettenham	February 24–25	*India Mail*	American Mail Line
	March 14	*Castleville*	Balfour Guthrie
	March 23–24	*Washington Mail* (r)	American Mail Line
	April 14	*Francisville*	Balfour Guthrie
	April 23–24	*Oregon Mail*	American Mail Line
Mexico—			
Manzanillo, Acapulco	March 9	*Anchor Hitch* (r)	Gardner Johnson
Netherlands East Indies—			
Batavia, Soerabaya	February 18	*Tosari*	Dingwall Cotts
	February 24–25	*India Mail*	American Mail Line
	March	*Silverguava*	Dingwall Cotts
	March 14	*Castleville*	Balfour Guthrie
	March 23–24	*Washington Mail* (r)	American Mail Line
	April 14	*Francisville*	Balfour Guthrie
	April 23–24	*Oregon Mail*	Balfour Guthrie
New Zealand—			
Auckland, Wellington	March 18	*Wairata*	Canadian Australasian
Wellington	March 24	*Wairuna*	Canadian Australasian
	April 1	*Waitomo*	Canadian Australasian
	April 18	*Waitemata*	Canadian Australasian
Nicaragua—			
Corinto	March 9	*Anchor Hitch* (r)	Gardner Johnson
Palestine—			
Haifa	March	*John B. Hamilton*	Empire Shipping
Peru—			
Callao, Mollendo, Talara	February 25	*Santa Adela* (r)	Gardner Johnson
Callao, Mollendo	March 19	*Santa Juana* (r)	Gardner Johnson
Philippines—			
Manila	March 1–2	*Island Mail* (r)	American Mail Line
Iloilo	March 14	*Castleville*	Balfour Guthrie
Cebu	April 1–2	*Java Mail*	American Mail Line
	April 14	*Francisville*	Balfour Guthrie
Manila	March 12–13	*China Mail* (r)	American Mail Line
Cebu	March 18	*Lombok*	Dingwall Cotts
	April 13–14	*Canada Mail*	American Mail Line
Manila	February 24–25	*India Mail*	American Mail Line
Manila	March	*Silverguava*	Dingwall Cotts
Manila	March	*Andaman*	Gardner Johnson
Manila	March 6	*Kookaburra*	Empire Shipping
Manila	March 23–24	*Washington Mail* (r)	American Mail Line
Manila	April 23–24	*Oregon Mail*	American Mail Line
Salvador—			
Acajutla	March 9	*Anchor Hitch* (r)	Gardner Johnson

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Salvador—Con.			
La Union	March 9	*Anchor Hitch* (r)	Gardner Johnson
La Libertad	March 31	*Coastal Adventurer* (r)	Gardner Johnson
La Libertad	February 25	*Santa Adela* (r)	Gardner Johnson
Singapore	February 24–25	*India Mail*	American Mail Line
	March	*Silverguava*	Dingwall Cotts
	March 14	*Castleville*	Balfour Guthrie
	March 18	*Lombok*	Dingwall Cotts
	March 23–24	*Washington Mail* (r)	American Mail Line
	April 14	*Francisville*	Balfour Guthrie
	April 23–24	*Oregon Mail*	American Mail Line
Society Islands—			
Papeete	April 1	*Waitomo*	Canadian Australasian
Papeete	April 18	*Waitemata*	Canadian Australasian
Sweden—			
Gothenburg	February 19	*Suecia*	Gardner Johnson
Helsingborg	March 1	*Argentina*	Gardner Johnson
Malmo	March 12	*Panama*	Gardner Johnson
Stockholm	March 22	*Seattle*	Gardner Johnson
	April 25	*Paraguay*	Gardner Johnson
Tonga—			
Nukualofa	April 18	*Waitemata*	Canadian Australasian
Trieste—	February 6–21	*Lake Chilliwack*	Anglo Canadian
Trinidad—			
Port of Spain	February 22	*Clearwater Victory*	Balfour Guthrie
United Kingdom—			
Liverpool			
Manchester	Mid-March	*Pacific Exporter*	Furness Pacific
London			
London	Mar. 19–Apr. 3	*Lake Lillooet*	Western Canada
London	Mar. 30–Apr. 14	*Lake Babine*	Western Canada

New Zealand Invites Tenders for Electrical Equipment

The New Zealand State Hydro-Electric Department, Wellington, New Zealand, invites tenders for the following equipment:

Oil-firing equipment for King's Wharf Power Station; Contract No. 81, May 18, 1948.

Ash-handling equipment for King's Wharf Power Station; Contract No. 82, May 25, 1948.

2-50,000 KVA 220/110/11KV Transformer Banks and Spare Unit for Haywards Substation; Contract No. 83, June 8, 1948.

2-30,000 KVA Synchronous Condensers for Haywards Substation; Contract No. 84, July 27, 1948.

1-10,000 KVA Synchronous Condenser for Stoke Substation; Contract No. 85, July 13, 1948.

Tenders close on the dates shown with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, New Zealand. Interested Canadian firms may obtain further particulars and specifications from J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal, or on writing to the Department of Trade and Commerce, Ottawa, quoting File 29048.

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—Maurice Bélanger, Commercial Secretary, Canadian Embassy, Ed. Metropòle, Avenida Presidente Wilson, 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. Depocas, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—J. L. Mutter, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—L. M. Cosgrave, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. Richardson, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. Smith, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—Yves Lamontagne, Commercial Counsellor, Canadian Embassy, 3 rue Scribe.
Territory includes Switzerland, Algeria, French Morocco and Tunisia.

Germany

Frankfurt—D. W. Jackson, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt/Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Turkey.

Guatemala

Guatemala City—C. B. Birkett, Canadian Government Trade Commissioner, Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.
Territory includes South China, the Philippine Islands and French Indo-China.

India

Bombay—Richard Grew, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.
Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. Priestman, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—J. P. Manion, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (Telephones—471-597 and 470-708.)
Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

Foreign Trade Service Abroad—*Concluded*

Jamaica

Kingston—M. B. Palmer, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.
Territory includes the Bahamas and British Honduras.

Malayan Union

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.
Territory includes North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—J. C. Britton, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.
Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.
Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. Browne, Acting Canadian Government Trade Commissioner. Address for letters: Post Office Box 531.

Peru

Lima—C. J. Van Tighem, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.
Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.
Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

South Africa

Johannesburg—J. H. English, Commercial Counsellor for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.
Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.
Cable address, Cantracom.

Cape Town—S. V. Allen, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—F. H. Palmer, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Trinidad

Port-of-Spain—T. G. Major, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. Bryan, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. Bower, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

Liverpool—M. J. Vechsler, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—G. F. G. Hughes, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

United States

Washington—H. A. Scott, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. Stewart, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.
Territory includes Bermuda.
Cable address, Cantracom.

Los Angeles—V. E. Duclos, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

Venezuela

Caracas—C. S. Bissett, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.
Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Feb. 2	Nominal Quotations Feb. 9
Argentina	Peso	Off.	·2977	·2977
		Free	·2480	·2475
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5714	·5714
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Eire	Pound	....	4·0300	4·0300
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	....	·0046	·0046
French Empire—African	Franc	....	·0079	·0079
French Pacific Possessions	Franc	....	·0201	·0201
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	.3022
Iraq	Dinar	....	4·0300	4·0300
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Malayan Union	Dollar	....	·4701	·4701
Mexico	Peso	....	·2059	·2059
Netherlands	Florin	....	·3769	·3769
Netherlands East Indies	Florin	....	·3769	·3769
Netherlands West Indies	Florin	....	·5302	·5302
New Zealand	Pound	....	3·2402	3·2402
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Palestine	Pound	....	4·0300	4·0300
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·5000	·5000
Portugal	Escudo	....	·0403	·0403
Siam	Baht	....	·1000	·1000
Spain	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Turkey	Lira	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela	Bolivar	....	·2985	·2985

Trade Publications Available

ABC of Canadian Export Trade

Copies of this publication, prepared by the Export Division, Foreign Trade Service, may be obtained on application to the King's Printer, Government Printing Bureau, for 25 cents a copy in Canada and 50 cents abroad.

Canadian Certified Seed Potatoes

Prepared for distribution abroad, in an effort to stimulate the export sale of potatoes, this illustrated folder specifies the six varieties most suitable for shipment to other countries, the classes of seed, and the three classifications. Other information of interest to prospective purchasers is included.

"Foreign Trade"

Reprint of January 4, 1947, anniversary issue, containing articles on the Canadian Trade Commissioner Service, the history of the *Commercial Intelligence Journal* and preceding weekly publications, short reports from trade commissioners throughout the world on their respective territories, with illustrations.

Economic Reviews

Reports on economic conditions in various countries, reproduced from the *Commercial Intelligence Journal* and *Foreign Trade*, as follows:

Argentina
Australia
British West Indies and British Guiana
Central America
Chile
Colombia and Venezuela
French North Africa
India
New Zealand

Reprints of Special Reports

Articles appearing in the *Commercial Intelligence Journal* and *Foreign Trade* have been reprinted in pamphlet form for distribution by commodity officers and others receiving enquiries on the subject concerned, as follows:

Canadian Tobacco—Production and Consumption
Industrial Development in Canada
Canadian Toy Industry
German Industrial Plants Available for Reparation
Trade Procedure for Imports from Germany
The Influence of Geography on Import Trade

Foreign Trade Service Directory

This sets forth the functions of the six divisions of the Foreign Trade Service, with the directors and other leading officials of each. The government telephone numbers are shown for the convenience of exporters and importers. This includes a list of Canadian Trade Commissioners, with their respective postal and cable addresses, agencies associated with the Foreign Trade Service in the development of commerce with other countries, and a list of the Foreign Commercial Representatives in Canada. (This information, with revisions, is reproduced once a month in *Foreign Trade*.)

Trade Bulletins and Reports

Detailed information concerning Canadian foreign trade is compiled by the Dominion Bureau of Statistics, to which application should be made. This is issued on an annual, quarterly and monthly basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book*, the *Canada Handbook* and a number of reports on specific commodities.

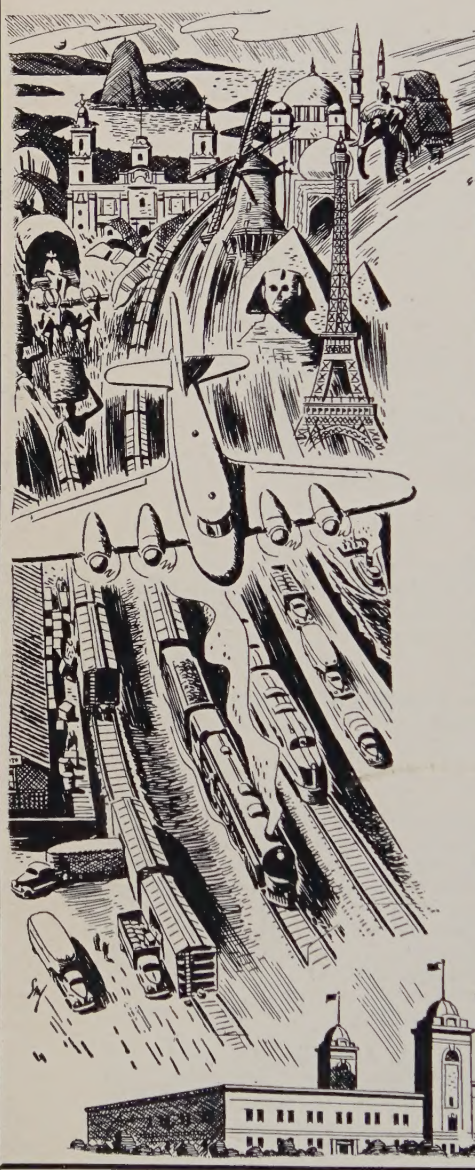
Discuss your Problems with

FOREIGN TRADE SERVICE

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
KING'S PRINTER AND CONTROLLER OF STATIONERY
1948

CANADA

Centro Mercantil del Mundo en 1948



Asista a la

FERIA INTERNACIONAL DE COMERCIO DEL CANAD

en Toronto, del 31 de mayo al 12 de junio de 19

Examine las ofertas comerciales del mundo. Visi Canadá en 1948. En la Feria Internacional de Comerc del Canadá, patrocinada y dirigida por el Gobier canadiense, hallará usted un despliegue de los pr ductos de muchas naciones, procedentes de ce tenares de industrias. Usted podrá escogerlos segú sus necesidades y hacer sus pedidos en el acto.

Allí encontrará usted fabricantes, exportadore importadores, compradores y vendedores. Obtend usted ideas nuevas, encontrará productos nueva hará valiosos conocimientos.

Proyecte AHORA asistir a la Feria Internacional d Comercio del Canadá en 1948 — o enviar un represe tante. Obtenga detalles completos, incluso inform sobre transportes y alojamientos, dirigiéndose a

MINISTERIO DE INDUSTRIA Y COMERCI

OTTAWA **CANADÁ**

Example, in Spanish, of an advertisement for the Canadian International Trade Fair, which is appearing in newspapers and other publications of seventy-five countries.